

# The Royal Aero Club of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

**Committee Meeting.**

A MEETING of the Committee was held on Tuesday, the 27th inst., when there were present: Col. H. C. L. Holden, C.B., F.R.S. (in the Chair), Mr. Griffith Brewer, Mr. Ernest C. Bucknall, Mr. G. B. Cockburn, Prof. A. K. Huntington, Mr. J. T. C. Moore-Brabazon, Mr. Mervyn O'Gorman, Mr. C. F. Pollock, Com. C. R. Samson, R.N., Mr. T. Sopwith, Mr. R. W. Wallace, K.C., and the Secretary.

**Aviators' Certificates.**—The following Aviators' Certificates were granted:—

No.	Date.	Name and Details
485	May 19, 1913	René Louis Desoutter (Blériot Monoplane, Blériot School, Hendon).
486	May 20, 1913	Lieut. Greville Edward Gordon McClellan (Worcestershire Regt.) (Bristol Biplane, Bristol School, Brooklands).
487	May 22, 1913	Manuel Zubiaga (Caudron Biplane, Ewen School, Hendon). Subject to permission of the Aero Club of Spain.
488	May 22, 1913	Toné Hippolyte Bayetto (Blériot Monoplane, Blériot School, Hendon).
489	May 23, 1913	Shipwright Charles Victor Lacey, R.N. (Bristol Biplane, Royal Naval Aviation School, Eastchurch).
490	May 24, 1913	Staff-Surgeon Hardy Vesey Wells, R.N. (Bristol Biplane, Royal Naval Aviation School, Eastchurch).
491	May 24, 1913	Richard Orr Paterson (Vickers Biplane, Vickers School, Brooklands).
492	May 26, 1913	Lieut. Paul Augustine Broder (5th Worcester-shire Regt.) (Bristol Biplane, Bristol School, Brooklands).

The following aviators' certificates, taken in France, were approved:—

George Leith, Frederic Leith, and Lieut. A. Loftus Bryan.

**Aerial Derby.**—The course for the Aerial Derby, which starts from Hendon on Saturday, June 7th, 1913, was approved.

**Public Safety and Accidents Investigation Committee.**—On the motion of Col. H. C. L. Holden the following report was unanimously adopted:—

**REPORT ON THE FATAL ACCIDENT TO LIEUT. L. C. ROGERS-HARRISON WHEN FLYING AT FARNBOROUGH, ON MONDAY, APRIL 28TH, 1913, AT ABOUT 6.20 A.M.**

**Brief Description of the Accident.**—Lieut. L. C. Rogers-Harrison, flying a Cody Biplane, fitted with a 120-h.p. Austrian Daimler motor, on Monday, April 28th, 1913, at about 6 a.m., left the Flying Ground at Farnborough for an ordinary practice flight. After being in the air for about twenty minutes, during which time he had made a complete circuit in the neighbourhood of the Flying Ground and had attained a height of about 1,200 ft., he was observed to be coming down, as if to alight up wind, in accordance with orders, on the Flying Ground. At about 500 ft. the aircraft was observed to be descending more steeply. The aircraft collapsed, and fell to the ground, killing the aviator instantly. The aircraft was completely wrecked and several parts were picked up in adjacent fields.

Lieut. L. C. Rogers-Harrison was granted his Aviator's Certificate No. 205, on April 16th, 1912, by the Royal Aero Club.

**Report.**—The representatives of the Accidents Committee went to Farnborough and visited the scene of the accident within a few hours of its occurrence, and took evidence from the eye-witnesses.

The Committee sat on Monday, May 5th, 1913, and on Monday, May 19th, 1913, and received the report of the Club's representatives who were on the spot within a few hours of the occurrence. This report included the evidence of eye-witnesses. Mr. S. F. Cody, the designer and manufacturer of the aircraft, attended and gave evidence on various points raised by the Committee.

From the consideration of the evidence, the Committee regards the following facts as clearly established:—

(1) The aircraft was built in June, 1911, and took part in the Military Aeroplane Trials in August last, winning the first prize of £5,000, and was subsequently purchased by the War Department without any further tests.

(2) Since that time certain alterations had been made to it:—

All the wiring of the wings had been renewed on the occasion of the altering of the dihedral angle from the negative to the

positive, which was done within about three weeks of the accident.

The aircraft was subsequently tested in flight by Mr. S. F. Cody on several occasions shortly before the accident.

(3) The elevator had not been re-covered since July, 1911.

(4) At the time of the accident the wind was about 10 to 12 m.p.h. on the ground and was somewhat gusty.

(5) The aircraft at the time of the accident was descending at an angle which was not unusually steep. The evidence is inconclusive as to whether the engine was throttled down.

(6) When about 500 ft. from the ground the elevator and wings failed and the aircraft fell to the ground. Pieces of the elevator, wing fabric and struts were picked up some distance from the place where the aircraft fell and in such a position that they must have fallen from the aircraft whilst still in the air.

(7) The fabric with which the wings and elevator were covered was weak.

(8) The elevator was a pivoted one, the pivot being approximately a third of its width measured from the leading edge, and coincident with the axis of the front spar.

**Opinion.**—The Committee is of opinion that the aircraft had structurally deteriorated from one cause or another since it was originally built in 1911, and that its condition at the time of the flight was precarious.

The elevator was not designed with a view to the withstanding of top-pressure, and the appearance of the fractures indicates that it failed from this cause. Mr. S. F. Cody's opinion as to the failure of the elevator coincides with that of the Committee.

**Recommendation.**—In view of the fact that aircraft are built of perishable materials, the Committee strongly recommends that those which have been in existence for some time, whether they have been in use or not, should undergo a critical examination both as regards their framework and the fabric, with a view to ascertaining to what extent deterioration has taken place, and the condition of the aircraft generally recorded at the time.

The failure of the elevator in this case points to the necessity for making any such part adequate to withstand top-pressure. Moreover, the re-action on the pilot from the elevator must always be within the pilot's easy control.

**Balloon Race at Hurlingham.**

The "Hare and Hounds" Balloon Race will take place to-day, at the Hurlingham Club, Fulham, S.W., at 3.30 p.m., for a cup presented by Mr. John D. Dunville.

Members will be admitted free to the Hurlingham Club on presentation of their Royal Aero Club membership cards.

The following members will take part:—

**Hare—**

Banshee (80,000 c.f.) ... Mr. John D. Dunville (Pilot).

**Hounds—**

- (1) Chili (50,000 c.f.) .. Mr. F. K. McClean (Pilot), Mr. Alec Ogilvie.
- (2) Polo (50,000 c.f.) ... Mr. A. Mortimer Singer (Pilot), Mr. C. F. Pollock.
- (3) Meteor (50,000 c.f.)... Mr. L. H. Mander (Pilot), Mr. Jack Soames.
- (4) Dunlop (50,000 c.f.)... Mr. James Radley (Pilot), Sir Claude Champion de Crespigny, Bart.
- (5) R.F.C. (95,000 c.f.) .. Major E. M. Maitland (Pilot), Major G. Raleigh, Capt. R. Pigot, Capt. W. S. Brancker, Mr. T. G. Hetherington, Mr. B. H. Barrington Kennett, Mr. R. Hargreaves, Mr. J. T. Davison.
- (6) Zeta (27,000 c.f.) .. Capt. Hon. Claud Brabazon (Pilot), Mr. R. R. Smith Barry.

**Fatal Accident at Montrose.**

The news of the fatal accident to Lieut. Desmond Arthur at Montrose on Tuesday last was received with much regret at the Club, where he was a regular visitor.

Representatives of the Accidents Committee, (Mr. W. O. Manning and Mr. H. E. Perrin) immediately proceeded to Montrose to examine the wrecked aircraft and collect evidence for the Club's enquiry.

166, Piccadilly, W.

HAROLD E. PERRIN, Secretary.