

The Royal Aero Club of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

New Club House.

THE address of the Club is now 3, Clifford Street, New Bond Street, W.

Owing to unavoidable delay in completing the structural alterations, the New Club premises will not be ready for occupation by the Members until **Monday, 15th January, 1917.**

Suspension of Entrance Fees of New Service Members.

Until further notice, Service Members will be elected to the Royal Aero Club without Entrance Fee.

Annual Subscription.

In accordance with the resolution passed unanimously at the Special General Meeting of the Members held on the 27th July, 1916, the subscription to the Club for the year 1917 and thereafter will be £5 5s.

Servants' Christmas Fund.

The Subscription List for this Fund is now open.

**THE FLYING SERVICES FUND
administered by
THE ROYAL AERO CLUB.**

THE Flying Services Fund has been instituted by the Royal Aero Club for the benefit of officers and men of the Royal Naval Air Service and the Royal Flying Corps who are incapacitated on active service, and for the widows and dependants of those who are killed.

The Fund is intended for the benefit of all ranks, but especially for petty officers, non-commissioned officers, and men.

Forms of application for assistance can be obtained from the Royal Aero Club, 3, Clifford Street, New Bond Street, London, W.

Subscriptions.

	£	s.	d.
Total subscriptions received to Dec. 19th, 1916	11,098	13	3
Staff and Workers of Gwynnes, Ltd. (Twenty-ninth contribution)	8	16	11
C. L. Embiricos	3	19	0
Total, January 2nd, 1917	11,111	9	2

B. STEVENSON, Assistant Secretary.

3, Clifford Street, New Bond Street, W.



Plan showing position of New Club Building, 3, Clifford Street, New Bond Street, W., the opening of which has been postponed until **MONDAY, THE 15TH JANUARY, 1917.**

AMERICAN BIDS FOR SEAPLANES.

How American aircraft constructors have met the request for tenders for twin-engined seaplanes for the Aviation Section, Signal Corps, U.S.A., is of more than passing interest this side. The specifications asked for tenders to supply 4, 8, 12, 16, 32, 64, 80, 90, 112, 126, and 148 complete machines, a minimum speed of 45 m.p.h. being required, while the machines must be able to rise from the water in 1,000 ft. Below we give a list of the tenders, the prices, which include engines, having been converted from dollars to £, on the assumption that £1 is equivalent to \$5. This may not be strictly accurate, but will be sufficiently so for our purpose. The figures for climb represent the altitude reached in 10 mins.

THE GALLAUDET Co.: 1 in 120 days; climb, 5,090 ft.; speed, 85 m.p.h.; four at £5,622 each; 32 at £5,160 each.

THE WRIGHT MARTIN AIRCRAFT CORPORATION: 1 in 150 days, 1 every 2 days thereafter; 12 at £5,900 each; 148 at £5,160 each.

THE COHEN MOTORS Co.: 2 in 85 days, 1 every 45 days thereafter; climb, 2,500 ft.; speed, 75 m.p.h.; 4 at £5,140 each; 80 at £4,630 each.

BENOIST AEROPLANE Co.: 1 in 70 days; 1 every 7 days

thereafter; climb, 3,200 ft.; speed, 65 m.p.h. Four at £2,960 each; 90 at £2,660 each.

NEW YORK AERO CORPORATION: 1 in 90 days; 1 every 14 days thereafter; climb, 2,600 ft.; speed, 75 m.p.h. Four at £4,800 each; 148 at £4,000 each.

BUFFALO AERO CORPORATION: 2 in 90 days; 1 every 15 days thereafter; climb, 6,500 ft.; speed, 90 m.p.h. Four at £3,695 each; 80 at £2,994 each.

THE AEROMARINE ENGINEERING AND SALES Co.: 1 in 100 days; climb, 3,000 ft.; speed, 75 m.p.h. Four at £3,800 each; 16 at £3,600 each.

THE HEINRICH Co.: 1 in 70 days; 1 every 16 days thereafter; limb, 4,000 ft.; speed, 85 m.p.h. Four at £2,970 each; 16 at £2,575 each.

THE STANDARD AERO Co.: 1 in 65 days; 3 every 7 days thereafter; climb, 3,500 ft.; speed, 80 m.p.h. Four at £4,500 each; 148 at £4,000 each.

CURTISS AEROPLANE AND MOTOR CORPORATION: Climb, 2,000 ft.; speed, 65 m.p.h. Four or as many as desired at £4,500 each.

BURGESS Co.: Climb, 3,000 ft.; speed, 75 m.p.h. Four without engines at £2,400 each; 32 without engines at £2,200 each.

L. W. F. ENGINEERING Co.: 2 in 120 days; 1 every 7 days thereafter; climb, 4,000 ft.; speed, 75 m.p.h.; 8 at £4,500 each; 32 at £3,800 each.