

The Royal Aero Club of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

Club House.

The following prices have been fixed for the present by the Committee:—

Bedroom (including Bath) ..	5s. each per night.
Breakfast	2s. 6d.
House Luncheon	2s. 6d.
House Dinner	3s. 6d.

Billiard Room.

The Billiard Room is now open for the use of the Members.

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. 1.

Subscriptions. £ s. d.

Total subscriptions received to Sept. 5th, 1917 ..	11,900	12	11
G. H. Mansfield, Managing Director of the Aircraft Supplies Co., Ltd., 17, John Street, Theobald's Road, W.C.; proceeds of the sale of copies of "Standard A.G.S. Parts for Aircraft," by Bernard Isaac. (Sixth contribution, making a total of £24 10s. 10d.)	3	7	10

Total, September 11th, 1917 11,904 0 9

H. E. PERRIN, Secretary.

3, Clifford Street, New Bond Street, W. 1.

FATAL ACCIDENTS.

A VERDICT of "Accidental Death" was returned at an inquest at Worthing on September 4th on 2nd Lieut. T. C. Kinkead, R.F.C., who was killed while making his second solo flight on September 3rd. 2nd Lieut. Kinkead, who was stated to have exhibited splendid control over the machine, came down in a spiral from a height of 2,000 ft. to 3,000 ft., next made a series of steep vertical banks for another 1,000 ft., and then straightened out again, apparently with the view of returning home. Unfortunately the engine failed to respond immediately. The throttle was opened again, having become cold during the long descent, and at a height of 250 ft. the pilot appeared to stall the machine for the purpose of reaching a favourable landing, with the result that the machine lost its flying power and nose-dived.

2nd Lieut. C. S. Hinchliff, R.F.C., was flying over a Lincolnshire rural district on September 5th when he apparently lost control over his aeroplane, which dived to earth. When assistance arrived it was found that the pilot had been so severely injured that death was probably instantaneous.

Lieut. Barry Dowing, R.F.C., was killed while flying in Scotland on September 5th.

At the inquest on September 5th on Flight Sub-Lieut. J. E. Thomas, who was killed in a flying accident near Yeovil on September 3rd, Sqdn. Comdr. Evill, D.S.C., R.N., said that in his opinion the accident was due to the pilot's over-confidence in the machine. He had been used to handling more powerful machines, which would stand more trick flying than the one he was using. The accident was caused by a little lack of caution while at too low an altitude. An engine mechanic stated that there was some trouble in starting the engine, but the engine was running all right when Mr. Thomas went away. The witness said he had never run one of these

engines before. He did not like the engine. The jury returned a verdict of "Accidental Death," adding a rider that officers should not be called upon to fly machines the engines of which they did not know.

While flying in the Grantham district on September 6th Flight-Sergt. G. Dunville was killed.

While flying in Wiltshire on the evening of September 6th Pilot-Cadet A. Vinogradoff, of the Russian Army, attached to the R.F.C., was killed.

Flight-Lieut. Coombe was killed on September 7th through the machine in which he was flying with Prob. Flight Officer Saunders falling into the Chingford Reservoir.

A verdict of "Accidental Death" was returned at the inquest at Shoreham on September 7th on 2nd Lieut. V. S. Edmunds, who was killed on his third flight alone by his machine side-slipping and falling to earth. A flying officer said the accident was due to a pure error of judgment, through lack of experience which could only be gained by actual flying.

An inquest was held in West London on September 7th on 2nd Lieut. L. H. Aston, R.F.C., who was killed in a practice flight on the morning of the previous day. Evidence was given to the effect that the machine in which Lieut. Aston went up was in perfect condition. A fellow officer stated that he noticed that Lieut. Aston rose too high in far too short a time. He lost flying speed, and had a side-slip. The machine then nose-dived to earth. Death was instantaneous. The jury returned a verdict of "Accidental Death."

The death has occurred in hospital on the North-East Coast of Prob. Flight Officer J. M. Dawson as the result of injuries sustained through a fall whilst flying on September 7th.



Firemen's Work in Raids.

THE following Volunteer and members of the London Fire Brigade have been commended for assisting to save life at the scene of an explosion caused by bombs dropped from enemy aircraft on July 7th: James Benedictus, London Volunteer Rifles; Firemen A. P. E. Witt (sub-officer), J. W. Patterson, T. J. Lloyd, E. E. Brewer and T. Forrow.

A Compendium of Aerology.

IN the midst of revolutions and wars, the Editorial Committee of the General Physical Observatory of Petrograd have managed to publish an important volume pertaining to aeronautics in the shape of a "compendium of aerology and synoptical meteorology for aviators and aeronauts." The book was undertaken with a view to co-ordinating and bringing within the compass of one volume as much as

possible of the information which has been secured by research in various parts of the world. It is hoped that it will not only prove useful in its present form, but that it will be the nucleus of a standard work on the subject. Some idea of the scope of the book can be gathered from the subjects treated, which include meteorological changes, &c., anemometers, air currents, atmospheric disturbances, temperature, moisture and fog, clouds, weather science, temperature in various atmospheric strata, acoustic phenomena, contour of the earth and its effect on air currents, &c. The fact that it is in Russian will doubtless restrict its utility for the present, but, possibly, when happier times prevail, if not before, its translation will be undertaken. In the meantime, it is published by the General Physical Observatory at Petrograd, but the price is not stated.