

of machine, but also in his capacity of Under-Secretary of State for Air. That His Grace proposes to give the light 'plane movement such very practical and personal support surely augurs well for the future.

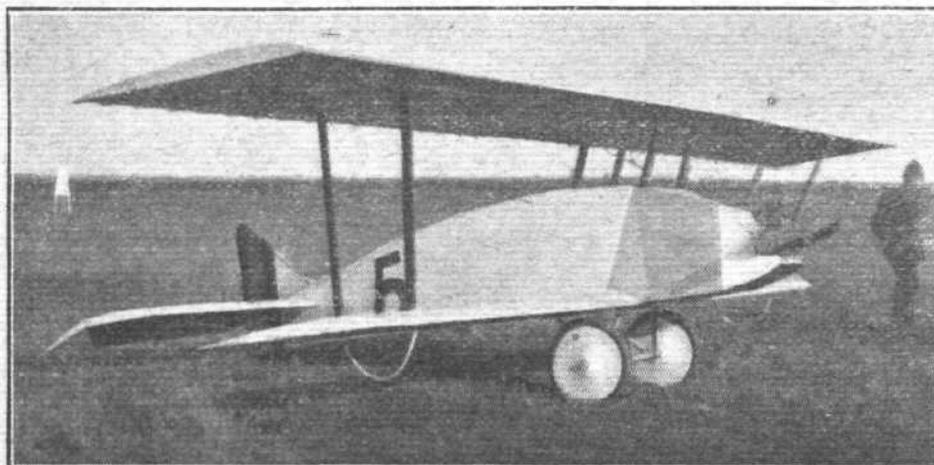
In Holland the light 'plane movement has made a start with the Carley light 'plane described in FLIGHT last week, and further progress in that quarter may be expected. In Belgium, of course, the movement started a long time ago, and already the Poncelet machines have done good work. The two machines which were at Lypne, and were piloted by Lieut. V. Simonet and Lieut. Baron Kervyn de Lettenhove respectively, did not succeed in doing very much, it is true, but both before and since the Poncelet has performed very well.

By the way, Lieut. Simonet wishes us to remember him and Baron de Lettenhove to all the friends whom they had

types, especially admiring the sharply-banked turns and the good speed range.

The Poncelet "Castar" has an area of 20 sq. m. (215 sq. ft.), and is fitted with a 16 h.p. Sergeant engine. The "Vivette" has 24 sq. m. (258 sq. ft.) of surface, and is also driven by a Sergeant. The E.M.A. biplane, of 20 sq. m., has an 1,100 c.c. Anzani engine (two-cylinder flat twin); while the Jullien S.A.B.C.A. is variously fitted with a three-cylinder Salmson radial of 998 c.c. and a Douglas flat twin of 500 c.c.

As the accompanying photographs will indicate, the Jullien S.A.B.C.A. monoplane is of very pleasing lines, with its elliptical plan wing of the pure cantilever type. The Douglas engine is neatly cowled in, with only the cylinder heads projecting. The chain transmission to a propeller placed high is entirely enclosed in the nose of the fuselage. The pilot's cockpit is in the centre of the wing, and it would



Belgian Light 'Planes: The E.M.A. biplane is fitted with an 1,100 c.c. Anzani engine. This machine has reached an altitude of 4,060 ft.

the opportunity to make while at Lypne, and who made their stay there so pleasant. We are sure this feeling will be reciprocated by those of our readers who had the pleasure of meeting the Belgian representatives at Lypne.

FROM a correspondent we have received the accompanying illustrations of Belgian light 'planes and of a visit paid by King Albert to the aerodrome to inspect these machines. This special royal visit took place on November 20, when the following four Belgian light 'planes were present: The Poncelet "Castar" type, familiar from Lypne; the Poncelet "Vivette," equally well known; the E.M.A. biplane, designed and built by the Military Aviation School; and the Jullien S.A.B.C.A. monoplane, built by the Société Anonyme Belge de Construction Aéronautique.

HIS MAJESTY showed great interest in the construction of the machines explained to him by the various constructors, and was much impressed by the flying qualities of the different

seem that the view cannot be very good, especially for taking off and landing.

THE E.M.A. biplane built by the Military Aviation School has a fuselage of rather curious shape, resembling an aerofoil section. We understand, however, that a modification to this has been made since the photograph was taken, and has resulted in considerable improvement.

THE Poncelet "Vivette" has been slightly modified, and on November 26 Lieut. Simonet made several flights with a passenger, the machine taking off quite normally. One flight with two up lasted 10 minutes. Probably this is a record for an engine of this capacity.

At the forthcoming Brussels Motor Show there will be an aeronautical section, and we learn that the Military Aviation section, the S.A.B.C.A., and the Stampe Flying School are exhibiting, and it is stated that there will be a Poncelet, a Jullien, and a D.H.53 light 'plane at the show.

## R.A.F. MEMORIAL FUND

A MEETING of the Executive Committee of the Fund was held at Iddesleigh House on November 20, the following being present: Lord Hugh Cecil (Chairman), Dame Helen Gwynne-Vaughan, Mrs. Barrington-Kennett, Mrs. L. M. K. Pratt-Barlow, Sir Charles McLeod, Air Vice-Marshal J. F. A. Higgins, Air Vice-Marshal Sir Geoffrey Salmond, Air Vice-Marshal Sir Vyell Vyvyan, Air Commodore C. A. H. Longcroft, Air Commodore E. R. Ludlow-Hewitt, Lieut.-Commander H. E. Perrin.

The amount of grants (£432 5s. 2d.) sanctioned by the Committee since the previous meeting was approved. The Chairman of the Grants Sub-Committee stated that the number of cases his Sub-Committee had dealt with since October 17 was 47, and that the Secretary had, in the same time, dealt with 27 in which he had sanctioned grants.

A letter was read to the Committee from Messrs. Lloyds Bank, Ltd. (Cox and Co.), stating they were making an annual subscription to the Fund of £50, commencing with January 1 next, this sum to be expended at the discretion of the Grants Sub-Committee in relieving cases of distress amongst officers past and present, or their dependents.

The Honorary Treasurer announced that the Fund had received, through the kindness and generosity of the Air

Council, the net profits of the Aerial Pageant at Hendon in June.

In view of the increased assistance which has been given to the Fund during the present year, the Committee came to the decision that grants in aid of distress and for educational purposes, and so forth, should be considerably increased in the immediate future, it being held that it is better to spend more freely now in times of distress than to accumulate capital.

It was noted formally that Air Chief-Marshal Sir Hugh Trenchard had laid a wreath at the foot of the R.A.F. War Memorial on Armistice Day.

Air Commodore A. E. Borton, C.B., A.O.C., R.A.F. Cadet College, Cranwell, was unanimously elected a member of the Executive Committee; and the resignation of his membership by Sir Maurice Bonham-Carter was accepted with regret.

The Committee had laid before them correspondence received from the Air Ministry concerning an offer made by the Commissioners of the Queen Victoria School, Dunblane, to the Air Council, proposing to include in the scheme the sons of Scotsmen serving or who have served with the Royal Air Force, and the Committee unanimously recommended that the Air Council should avail themselves of this kind offer.