

**SOCIETY OF MODEL AERONAUTICAL ENGINEERS**

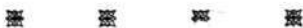
Re notice published in FLIGHT on June 12 last.

It has been decided to again postpone the competition for the "D. H. Pilcher" Challenge Cup from June 28 to Saturday, July 12, when it will be held on Wimbledon Common at 3.30 p.m.

The competitions for the Felix Kelly Cup and the Sir John Shelley Cup will be held as stated, on Saturday, June 28, at 3.30 p.m.

Further particulars may be had from the Competition Secretary, Mr. C. Bayard Turner, 27, Ouseley Road, Balham, S.W. 12.

A. E. JONES, *Hon. Sec.*



**This Season's Sporting (Air) Events**

SEVERAL interesting announcements are published in the Royal Aero Club official notices appearing on p. 411 in this issue of FLIGHT. It will be seen that of £500 presented to the Racing Fund by Sir Charles Wakefield, £300 goes to the first prize in the Aerial Derby and £100 for the King's Cup Race. Further prizes for the Light 'Plane Competition are also announced, viz.: £150 from the Society of Motor Manufacturers and Traders, and £150 from the British Cycle and Motor-Cycle Manufacturers and Traders' Union. The Grosvenor Cup will be held on the last day of the Light 'Plane Competition, and is to be confined to light 'planes having engines not exceeding 1,100 c.c.

The date of the King's Cup Race has been changed from July 26 to Tuesday, August 12. This alteration is rendered necessary owing to the fact that the Naval Review at Spithead takes place during the first date, consequently Calshot, Lee on Solent, and Gosport will be "full up" with Service aircraft, and the R.A.C. are desirous of in no way interfering with the latter.

**"Sadi" Wins Beaumont Cup**

SADI LECOINTE not only won the Beaumont Cup Speed Contest, which took place at Istres on Monday, but also broke the world's speed record for 500 kms. held by Alex. Pearson (U.S.A.). The Beaumont race, in which a minimum speed of 290 k.p.h. must be attained, was flown over a course of 300 kms. made up of six laps of 50 kms. each. Of the four entrants, Sadi Lecoinge was the only one to finish—L. Carter, on the Gloucestershire racer (the only British entrant), having withdrawn; M. Lasne, on a 300 h.p. Nieuport-Delage, also withdrew at the last moment, and Lieut. Ferigoule, on a 500 h.p. Salmson-Bechereau, had to retire owing to radiator trouble. Sadi was flying a Nieuport-Delage monoplane (450 h.p. Hispano-Suiza), and "lapped" as follows:—1st, 322 k.p.h.; 2nd, 317 k.p.h.; 4th, 313.85 k.p.h.; 6th, 311.239 k.p.h. His time for the 300 kms. was 57 mins. 50 secs., or 311 k.p.h. He did not land at the end of the 300 kms., but continued on another four laps, making a total of 500 kms., his time for which being 1 hr. 37 mins. 49 secs., or 306 k.p.h. The previous record (Pearson's) was 270 k.p.h. In addition to winning the 75,000 francs prize and Beaumont Cup, Sadi also wins the supplementary prize offered by M. Laurent-Eynac.

**Inst. of Aeronautical Engineers Papers.**

"MINUTES of Proceedings," No. 8, of the Inst. of Aeronautical Engineers has just been issued, in which are published abstracts of the following two papers read recently before the Inst.: "Three-Ply and Its Uses in Aircraft Construction," by Capt. R. N. Liptrot, B.A., and "The Soaring Flight Question," by Dr. E. H. Hankin, M.A. Each paper is followed by a report on the discussion. Anyone interested in the above two papers may obtain a copy of "Minutes of Proceedings," No. 8, containing same, from the Secretary, Inst. of Aeronautical Engineers, 60, Chancery Lane, W.C. 2. Price 1s. 6d.

**Glasgow-Belfast Air Service**

THE first of a series of experimental flights for a daily air service between Glasgow and Belfast started last week, the machine used being the D.H.50. This service will probably replace the Belfast-Liverpool air service, which has been suspended on account of the very bad weather conditions prevailing over this route and the unsuitable nature of the terminal aerodromes—apart from which this service had proved to be a popular and successful one.

**Staff Officer's Aerial Tour of Inspection**

AN interesting example—according to *The Times*—of the way the aeroplane has revolutionised General Staff work is provided by the tour programme of Colonel Saunders, Deputy Director of Military Intelligence, who left Simla on June 21 for Peshawar, whence he is to fly to Sara Rogha. He will

proceed in a motor-car to Tank, and will fly from that place to Dera Ismail Khan, the whole journey from Peshawar taking about six hours. The next day he will fly to Razmak, and after a brief halt will fly to Quetta via Fort Sandeman. He will thus, all being well, accomplish in three days what his predecessors took as many weeks to do.

**Saved by Parachute**

LIEUT. J. A. MACREADY, the famous American pilot, is reported to have had a narrow escape from death while flying near Dayton one day last week. When at a height of about 1,500 ft. his machine caught fire, but he managed to jump clear of the machine with his parachute and effect a safe landing not far from where the burning aeroplane crashed. Shortly after he joined the horrified crowd in their search for his charred remains amongst the wrecked machine!

**Lieut. Pelletier d'Oisy and "Castrol"**

It is gratifying to learn that Great Britain has contributed something towards the success achieved by Lieut. Pelletier d'Oisy in his remarkable flight from Paris to Tokio. Messrs. C. C. Wakefield inform us that they have received a cablegram from Lieut. d'Oisy expressing his entire satisfaction with the "Castrol" lubricating oil used by him throughout the entire flight.



**PUBLICATIONS RECEIVED**

*Appendix to Administrative Report, 1923. Relation between Aeronautic Research and Aircraft Design.* By J. S. Ames. U.S. National Advisory Committee for Aeronautics, Washington, D.C., U.S.A.

*Reports Nos. 177. The Effect of Slipstream Obstructions on Air Propellers,* by E. P. Lesley and B. M. Woods. 182. *Aerodynamic Characteristics of Airfoils—III.* 183. *Analysis of Free Flight Propeller Tests and Its Application to Design* by M. M. Munk. 184. *Aerodynamic Forces on Airship Hulls,* by M. M. Munk. U.S. National Advisory Committee for Aeronautics, Washington, D.C., U.S.A.

*Small Car Trials, 1924. Official Report.* The Royal Automobile Club, Pall Mall, London, S.W.1.

*The Official Gazette of the United States Patent Office.* June 3, 1924. Vol. 323. No. 1. U.S. Patent Office, Washington, D.C., U.S.A.

**Catalogue**

*Efficient Power Transmission.* The Hoffmann Manufacturing Co., Ltd., Chelmsford, Essex.



**AERONAUTICAL PATENT SPECIFICATIONS**

Abbreviations: Cyl. = cylinder; I.C. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

**APPLIED FOR IN 1923**

Published June 26, 1924.

- 6,232. FAIREY AVIATION CO., LTD., and F. G. T. DAWSON. Controlling devices for aeroplanes. (216,594.)
- 6,553. L. M. STEEPLE. Rotary i.c. engines. (216,597.)
- 6,933. P. SALMON. Aeroplane wing arrangement. (216,601.)
- 28,351. A. L. BOISSEAU. Apparatus for extinguishing and preventing fires. (216,792.)
- 29,271. A. ROHRBACH. Flying-boats. (208,519.)
- 30,419. SOC. ANON. DES ATELIERS D'AVIATION L. BREQUET. Wheels with spring hub. (208,148.)

**FLIGHT**

*The Aircraft Engineer and Airships*

36, GREAT QUEEN STREET, KINGSWAY, W.C. 2.  
Telegraphic address: Truditur, Westcent, London.  
Telephone: Gerrard 1828.

**SUBSCRIPTION RATES**

"FLIGHT" will be forwarded, post free, at the following rates:—

UNITED KINGDOM		ABROAD*	
	s. d.		s. d.
3 Months, Post Free ..	7 7	3 Months, Post Free ..	8 3
6 " " "	15 2	6 " " "	16 6
12 " " "	30 4	12 " " "	33 0

These rates are subject to any alteration found necessary under abnormal conditions and to increases in postage rates.

\* Foreign subscriptions must be remitted in British currency.

Cheques and Post Office Orders should be made payable to the Proprietors of "FLIGHT," 36, Great Queen Street, Kingsway, W.C. 2, and crossed London County and Westminster Bank, otherwise no responsibility will be accepted.

Should any difficulty be experienced in procuring "FLIGHT" from local news-vendors, intending readers can obtain each issue direct from the Publishing Office, by forwarding remittance as above.