

folding the wings. Large wing flaps are fitted to the top wing only, and so arranged as to act as camber flaps, as well as ailerons. They are held up by rubber cords on top of the wing, and all aileron cables and pulleys have been mounted externally for the sake of simplicity, although the original intention was to place them inside the wings. The wing section used, by the way, is R.A.F. 15.

The fuselage is of the flat-sided box type, with a light skeleton of spruce covered with ply-wood. The longerons are stop-chamfered between struts to approximately triangular section. There are no metal fittings in the main fuselage structure, the struts simply butting on to the longerons as in the De Havilland "Moth." The deck of the fuselage is cambered in the ordinary way, but owing to the fact that it curves slightly in side view, some difficulty was experienced in applying the plywood panels, due to the fact that flat sheet can be bent over a cylinder but not over a barrel.

The tail of the "Mayfly" is of fairly orthodox design, except for the fact that the rudder is placed wholly above the elevator, the latter being undivided. The rudder is of large area, and provided with a large horn balance. All

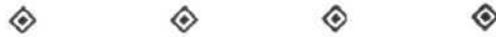
control cables pass inside the fuselage, those from the elevator cranks straight into the stern, while the rudder cables run from the rudder cranks to other cranks on a vertical lay shaft placed inside the fin. From cranks on the lower end of this shaft the cables are taken to the rudder bar in the cockpits.

The cockpits are roomy, and provided with dual controls, one of the "sticks" being removable.

The Bristol "Cherub" is mounted on light sheet-steel brackets, built up to form four pyramids, one on each corner of the fuselage. The engine is very accessible, and further cowling may be added at a later date. The propeller is a Fairey-Reed of Duralumin, and was presented to the club by the Fairey Aviation Company. The petrol tanks are situated in the top centre-section.

A simple undercarriage of steel tubing with built-on fairings is fitted with rubber cord shock absorbers.

Altogether, the Halton H.A.C. 1 is a very creditable piece of work, and it is to be hoped that the machine may be able to take part in meetings and races during the coming summer, so that the boys who have helped to produce it may have at any rate that satisfaction.



The Royal Aero Club of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

COMMITTEE MEETING

A MEETING of the Committee was held on February 9, 1927, when there were present:—Lieut.-Col. M. O'Gorman, C.B. (in the chair); Lieut.-Col. M. O. Darby; Wing-Comdr. T. O'B. Hubbard, M.C., A.F.C.; Col. F. Lindsay Lloyd, C.M.G., C.B.E.; Mr. F. Handley Page, C.B.E.; Mr. T. O. M. Sopwith, C.B.E.; and the Secretary.

Election of Members.—The following new Members were elected:—

Flight-Lieut. W. G. Weston, M.B.
Flight-Lieut. R. J. Read.
Flight-Lieut. F. H. D. Henwood.
Flying Officer R. O. Jones.
C. C. Oxley.
L. D. Russell.
E. M. Alexander.
Flying Officer C. F. Uwins.
Robert Carr.
H. J. Hilary-Taylor.
Flying Officer H. S. Martin.

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

8065. Stephen Fry, Hampshire Aeroplane Club.
8066. Mrs. Doreen Ranald, Henderson's School.
8067. The Hon. Lady Bailey, London Aeroplane Club
8068. Roy H. Dobson, Lancashire Aero Club.
8069. Herbert J. Hardy, Lancashire Aero Club.
8070. Kenneth Twemlow, Lancashire Aero Club.
8071. Peter G. Stewart, De Havilland School.

F.A.I. Conference, Paris, January 25, 1927.—Lieut.-Col. M. O'Gorman, C.B., who attended the conference on behalf of the Royal Aero Club, presented his report:—

Schneider Cup.—Decision to hold the race in 1927 between September 1 and November 15, 1927. Future races to be held annually.

Customs Carnet.—Acceptance by the F.A.I. of the proposal of the Royal Aero Club that the Carnet should be available to aircraft used for public transport.

Light Aeroplane Records.—Acceptance of the following classification for light aeroplanes for record purposes:—

CLASS I.—Weight empty, up to 200 kgs.
CLASS II.—Weight empty, over 200 kgs. to 350 kgs.
CLASS III.—(Two-seater.) Weight empty, up to 400 kgs.
In Class III both pilot and passenger must be carried.
These three classes come into operation on May 1 next.

Nationality of Records.—At the Zurich Conference in August next, the question of the nationality of records will be considered. The Italian Aero Club has proposed that it should be that of the pilot.

A unanimous vote of thanks was passed to Lieut.-Col. M. O'Gorman for attending the conference on behalf of the Club.

Sub-Committees.—The reports from the following sub-committees were received: House Committee; Joint Standing Committee, R.Ae.C. and S.B.A.C.

Britannia Trophy.—The award of the Britannia Trophy for the year 1926 was deferred until the next meeting.

Society of Model Aeronautical Engineers.—The report of the Society's work for the year was received, and it was unanimously agreed to renew the official recognition of the Society for the year 1927.

Light Aeroplane Clubs.—The report of the Conference of Light Aeroplane Clubs held on January 14, 1927, was received. It was decided that the amended scheme of association should be issued to the clubs.

Air League Challenge Cup.—The proposal of the Light Aeroplane Clubs that the cup should be offered for an inter-club competition was considered and unanimously agreed to. The light aeroplane clubs to be consulted as to the nature of the competition.

Schneider Cup, 1927, Committee.—A special committee was appointed to take in hand all arrangements in connection with the British competitors:—*Royal Aero Club*: Lieut.-Col. M. O'Gorman. *Air Ministry*: one representative. *Aircraft Constructors*: one representative each. *Engine Constructors*: one representative each. *Secretary*: H. E. Perrin.

ROYAL AERO CLUB MONTHLY HOUSE DINNER

The monthly House Dinner will be held at the Royal Aero Club on Wednesday, February 23, 1927, at 7.15 p.m.

Lord Thomson will take the chair; and Mr. C. L. G. Colebrook, the Aeronautical Correspondent of the *Times*, will open a discussion on "The Public, Aviation, and the Press." The number is limited to 60, and members wishing to attend are requested to notify the club as soon as possible.

Offices: THE ROYAL AERO CLUB,
3, CLIFFORD STREET, LONDON, W. 1.

H. E. PERRIN, Secretary.