

R.A.E.S. AND INST.AE.E.
Official Notice.

At a meeting of the Council, held on May 8, Colonel the Master of Sempill A.F.C., A.F.R.Ae.S., was unanimously elected President for the ensuing year, 1928-29. Air Vice-Marshal Sir Vyvyan K.C.B., D.S.O., was re-elected Vice-President, and Lt.-Colonel J. T. C. Moore-Brabazon, M.C., F.R.Ae.S., M.I.Ae.E., M.P., was elected an additional Vice-President.

The Master of Sempill, after serving some years on the Council of the Royal Aeronautical Society, was first unanimously elected Chairman of the Society for the year October 1926-27. His term of office was subsequently extended by the passing of a special rule so that continuity during the period of negotiations with the Institution of Aeronautical Engineers should be maintained, and so that the Society could continue to make use of the valuable services the Master of Sempill was rendering. In January, 1928, the amalgamated body came into full being with a completely revised set of rules, among which was one stating that a President should be appointed.

The Society has invited Capt. Wilkins, to deliver a lecture on his recent Polar Flight, and this the explorer has consented to do. This lecture will be given some time during June.

J. LAURENCE PRITCHARD, *Secretary*

AIR MINISTRY NOTICES
Reporting of Aircraft Flying on Regular Routes

It is hereby notified:—

The departure and arrival of aircraft operating a regular service in Great Britain, Belgium, France, Germany, Holland and Switzerland, is reported from aerodrome to aerodrome by wireless telegraphy; and other aircraft also when flying over a regular route may be similarly reported at the request of the pilot.

In order to prevent unnecessary enquiries when an aircraft whose departure has been reported fails to arrive at its destination it is essential that the pilot concerned should report news of a forced landing or change of destination. This report should be given by telephone without delay to the aerodrome of original destination or to the nearest aerodrome open to public air traffic (in England, Croydon or Lympne).

AIR PILOT.—Para. 46 of the Air Pilot and para. 13 of Part I of the Air Pilot Appendix are affected, and will be amended in due course.

No. 37 of 1928.)

Flights Across the Channel: Arrangements for Reporting and Search

It is hereby notified:—

1. Reporting of Aircraft on Flights Across the Channel

A. Pilots proceeding to or from the Continent in aircraft not equipped with W/T, or whose W/T is out of order, are recommended to avail themselves of the arrangements which have been made for signalling their passage across the Channel. These arrangements are as follows:—

(i) An aircraft leaving England must circle once at a height of not more than 1,000 ft. at Lympne Aerodrome, and again circle in a similar way at one of the reporting points on the Continental side, namely:—Ostend Aerodrome, St. Ingelvert Aerodrome, Calais semaphore station at Village des Baraques, Alprech semaphore station, 4 kms. S.S.W. of Boulogne Harbour.

(ii) Similarly, an aircraft leaving the Continent must circle once over one of the reporting points on the Continent and once at Lympne Aerodrome.

(iii) It is of the utmost importance that a pilot who signals his departure on one side of the Channel should not fail to signal his arrival when he reaches the other side, as such failure may result in search operations being put into force as described in paragraph (2) below.

B. In the case of an aircraft fitted with W/T, the pilot will report his position on crossing the coastline on either side of the Channel, and in emergency will give distress calls, in accordance with the procedure laid down in Notice to Airmen No. 8/1928, and in Part III of the Appendix to the Air Pilot: Great Britain.

2. Assistance to Aircraft in Distress in the Channel

The circumstances in which search and rescue operations will be begun are as follows:—

(i) On receipt of a distress call from an aircraft fitted with W/T, or

(ii) On receipt of reliable information that an aircraft in distress has been sighted, or

(iii) If an incoming aircraft is more than one hour overdue, or the report of an outgoing aircraft is more than 1½ hours overdue.

In accordance with (iii), an aircraft which has signalled its departure from one side of the Channel by circling, but fails to signal in a similar manner on the other side, is regarded as missing after the intervals mentioned and search operations are begun.

The search and rescue service which may be called upon comprises tugs which are available at all times from Dover, Boulogne, Calais and Dunkirk, and motor lifeboats from Boulogne, Calais and Dunkirk during the hours when the French Air Union is operating. In addition, the Air Union during normal working hours will be prepared to lend such assistance as is possible by means of aircraft patrols. All shipping in the Channel will be warned by W/T to keep a look-out, and will be informed if possible of the position of the aircraft.

Pilots may be held liable for the expenses of search operations which may be undertaken by the French authorities and the Air Union.

AIR PILOT.—Para. 46A (published in A.P.M.S. 11) is affected, and will be amended in due course.

(No. 38 of 1928.)

Air Mails

THE Postmaster-General announces the issue of a new edition of the Air Mail Leaflet, giving particulars of the full summer services. The form of the leaflet has been altered in order to make reference to it as simple as possible, and a map showing the principal air routes which are used for mails from this country now appears as its central feature. The air fees for Letter Air Mails have been reduced for correspondence for many places, including Egypt, Estonia, Finland, Italy, Latvia, Lithuania, Russia, and United States of America. There are also alterations in the rates for some places in North and West Africa. New Parcel Air Mails have been opened to Denmark, Luxemburg, Norway and Sweden, in addition to the existing services to Belgium, Colombia, Paris, Germany, Holland and Switzerland. Copies of the new leaflet may be obtained from any Post Office. It is in stock at the larger offices, and where it is not in stock it can be obtained at short notice.

IMPORTS AND EXPORTS

AEROPLANES, airships, balloons and parts thereof (not shown separately before 1910).

For 1910 and 1911 figures see FLIGHT for January 25, 1912.

For 1912 and 1913, see FLIGHT for January 17, 1914.

For 1914, see FLIGHT for January 15, 1915, and so on yearly, the figures for 1927 being given in FLIGHT, January 19, 1928.

	Imports.		Exports.		Re-Exports.	
	1927.	1928.	1927.	1928.	1927.	1928.
Jan. ..	1,850	1,220	49,021	157,598	—	330
Feb. ..	679	1,772	63,080	118,622	—	345
Mar. ..	7,087	4,805	106,478	125,901	2,270	1,307
April ..	822	2,904	71,190	134,126	785	3
	10,438	10,701	289,769	536,247	3,055	1,985

Flight Subscriptions

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PUBLICATIONS RECEIVED

Report of the Daniel Guggenheim Fund for the Promotion of Aeronautics. Vol. XL, No. 1. 1926 and 1927. The Daniel Guggenheim Fund for the Promotion of Aeronautics, Inc., 598, Madison Avenue, New York, N.Y., U.S.A.

An Approach to Winged Flight. By John D. Batten, M.A., LL.B. The Dolphin Press, Spring Gardens, Brighton. Price 5s.

Reports: Nos. 273.—Wind Tunnel Tests on Autorotation and the "Flat Spin." By M. Knight. 274.—The N.A.C.A. Photographic Apparatus for Studying Fuel Sprays from Oil Engine Injection Valves and Test Results from Several Researches. By E. G. Beardsley. 277.—The Comparative Performance of an Aviation Engine at Normal and High Inlet Air Temperatures. By A. W. Gardiner and O. W. Schey. 278.—Lift, Drag, and Elevator Hinge Moments of Handley-Page Control Surfaces. By R. H. Smith. The National Advisory Committee for Aeronautics, Washington, D.C., U.S.A.

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 1926

Published May 17, 1928

26,653. W. E. GRAY. Undercarriages for aeroplanes. (289,109.)

APPLIED FOR IN 1927

Published May 17, 1928

1,517. GLOSTER AIRCRAFT CO., LTD., and H. P. FOLLAND. Means for attaching fabric coverings to planes, etc. (289,134.)

1,607. VICKERS, LTD. and H. J. PAYN. Automatic guns carried by aircraft. (289,139.)

8,371. C. R. FAIREY and H. F. ROBERTS. Loading confined spaces such as aeroplane fuselages. (289,238.)

9,049. S. E. SAUNDERS and H. KNOWLER. Gun mountings. (289,245.)

9,189. M. B. BLEEKER. Helicopters. (289,248.)

12,994. ARMSTRONG SIDDELEY MOTORS, LTD. and H. CANTRILL. Piston-rings for use on fluid-pressure engines. (289,264.)

24,631. M. A. KENNEY. Airplane landing and launching apparatus. (289,330.)

APPLIED FOR IN 1928

Published May 17, 1928

90. H. AND M. FARMAN. Pumps of the geared type. (283,951.)

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36, GREAT QUEEN STREET, KINGSWAY, W.C.2.

Telephone: Holborn 3211.

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