

possible to give everyone a chance, with the idea that, in the event of deficits, money could be obtained in other ways. It was felt that the people of Montreal would come to their support in the interests of aviation, and this was amply justified. The charge for flying is five dollars an hour. It was also wisely felt that the services of the best flying instructor should be sought, and thus Capt. Sparks, whose claims as a club instructor are unrivalled, was offered the position. His popularity, we are informed, is already widely spread, and he is familiarly known as "Sparkie." His flying hours are reputed to be between 6,000 and 7,000 during his career.

In the winter lectures were given on the theory of flight by Mr. Berlin, who is assistant aeronautical engineer to Canadian Vickers, Ltd., and many others. There were also French lectures at L'Ecole Technique for the French section of the Club. The lecturer was Capt. St. Jean. The membership of the club is made up of French and half-English speaking Canadians, and there is equal representation on the board. The Government presented the club with two D.H. "Moths," many members have ordered machines, and much flying is carried through at St. Hubert, where the flying field is located. In the first week 54 hours of instruction were given, whilst the demands for flights are expected to mean the purchase of new machines in the near future. Flying pupils are carefully picked, and old pilots in particular are chosen, with the object of providing assistance to the club instructors once they have qualified. Two hangars for individual machines have been donated by the Imperial Oil Company, Ltd., at Montreal.

The club arranged to sponsor an aircraft show in that city between July 7 and 15, the first of its kind in Canada. It was hoped that the financial gain would be equal to the cost of more aeroplanes. Fifteen machines were to be exhibited, including a Sopwith "Camel," an Armstrong-Siddeley "Siskin," a Canadian Vickers "Vedette" flying-boat, and a Fairchild cabin monoplane. Among the American exhibits expected to be there were a Travel Air monoplane (six-passenger) and a three-passenger machine by the same company; a Monocoupe, a Swallow, and a Driggs "Dart." D.H. "Moths" and Avro "Avians" were also to be shown.

The christening of the club's two machines was proposed for the opening night, the names selected being the "Bill Lighthall" and the "Ted Peacock," after the two men who started the club. Incidentally they were also the pair who started the club movement in the Dominion.

For publicity purposes parachute jumps were organised, and the "North Star," the machine in which Thea Rasche, the German airwoman, was to attempt the Atlantic flight recently, was to fly over the city and drop propaganda matter.

The present officers of the club are:—President, Capt. W. S. Lighthall; Vice-President, Capt. L. J. St. Jean; Hon. Treasurer, Mr. C. Gordon Brown; Hon. Secretary, Capt. E. F. Peacock. Directors: Mr. F. S. McGill, Mr. G. K. Trimm, Mr. H. St. Martin and M. Jacques Cartier. Mr. Arthur H. Mingay is the Secretary-Treasurer. The list of honorary officers, headed by Sir S. Arthur Currie, G.C.M.G., K.C.B., LL.D., as Honorary President, is representative of practically every phase of business and political life in the Province of Quebec.

This club was formed when a wave of interest in aviation swept Canada, following Col. Charles Lindbergh's flight across the Atlantic. Capt. Peacock, one of the two originators mentioned above, was one of the pilots who applied to pilot the machine called the "Sir John Carling" for the proposed flight from Canada to England. Our readers will remember that it failed, with the loss of the crew, Capt. Tully and Lieut. Medcalf.

Capt. Peacock and his war-time friend, Capt. Lighthall, wrote to the Government asking what they were prepared to do towards forming clubs on the lines of those in England. They attended a meeting later at Ottawa with representatives from all over the Dominion, at the request of Major-General J. H. MacBrien, and that started the general movement, embracing, among many other cities, Montreal. Major-General MacBrien has been presented with a De Havilland "Moth" seaplane by Sir Charles Wakefield for his personal use in connection with his work as President of the Aviation League of Canada, in appreciation of his efforts in the cause of air-mindedness. A similar gift of Sir Charles Wakefield's was for the Toronto Flying Club.

LIGHT 'PLANE CLUBS

London Aeroplane Club, Stag Lane, Edgware. Sec., H. E. Perrin, 3, Clifford Street, London, W.1.

Bristol and Wessex Aeroplane Club, Filton, Gloucester. Secretary, Capt. C. F. G. Crawford, Filton Aerodrome, Patchway.

Hampshire Aero Club, Hamble, Southampton. Secretary, H. J. Harrington, Hamble, Southampton.

Lancashire Aero Club, Woodford, Lancs. Secretary, C. J. Wood, Oakfield, Dukinfield, near Manchester.

Midland Aero Club, Castle Bromwich, Birmingham. Secretary, Maj. Gilbert Dennison, 22, Villa Road, Handsworth, Birmingham.

Newcastle-on-Tyne Aero Club, Cramlington, Northumberland. Secretary, J. T. Dodds, Cramlington Aerodrome, Northumberland.

Norfolk and Norwich Aero Club, Mousehold, Norwich. Secretary, G. McEwen, The Aerodrome, Mousehold, Norwich.

Nottingham Aero Club, Hucknall, Nottingham. Hon. Secretary, Cecil R. Sands, A.C.A., Imperial Buildings, Victoria St., Nottingham.

The Scottish Flying Club, 101, St. Vincent Street, Glasgow. Secretary, Harry W. Smith.

Southern Aero Club, Shoreham, Sussex. Secretary, C. A. Boucher, Shoreham Aerodrome, Sussex.

Suffolk Aeroplane Club, Ipswich. Secretary, Maj. P. L. Holmes, The Aerodrome, Hadleigh, Suffolk.

Yorkshire Aeroplane Club, Sherburn-in-Elmet, Yorks. Secretary, Lieut.-Col. Walker, The Aerodrome, Sherburn-in-Elmet.

LONDON AEROPLANE CLUB

FLYING return for week ending July 29:—Flying time, 60 hrs. 35 mins. dual instruction, 21 hrs.; solo flying, 39 hrs. 35 mins.

Solo flying: H. M. Samuelson, G. J. C. Paul, P. W. Hoare, I. C. Horton, Maj. Beaumont, Maj. R. M. S. Veal, W. Roche Kelly, E. L. D. Moore, C. Campbell, E. A. Lingard, J. H. Saffery, O. J. Tapper, B. B. Tucker, G. Robson, F. C. Fisher, G. Larden, T. E. Hearne, P. A. Wills, R. Malcolm, A. J. A. Miller, L. J. C. Mitchell, J. J. Hofer, A. C. Collins, J. C. V. K. Watson, S. Burt, R. Sanders Clark, E. J. Brough, A. F. Wallace.

Dual instruction: R. S. Rattray, H. W. Marlow, B. O. Davis, A. Pitt, Miss Johnson, R. M. Doidge, A. Hill Reid, Miss Wilson, A. C. Thomas, E. H. Thierry, C. W. Bonnicksen, A. O. Wigzell, Miss Hicks, J. W. Radbone, L. G. Sykes, B. Carey, A. C. Collins, R. F. G. Adams, Mrs. Thatcher, A. Courtauld, E. Davis, C. Peckham.

During the week Mr. E. A. Lingard, Mr. A. J. A. Miller, and Mr. P. A. Wills, passed the tests for their Aviator's Certificates.

Holidays.—Members are reminded that the club will be closed down for the staff holidays from August 14 to 25, both days inclusive.

Pilot Instructor.—Capt. S. L. F. St. Barbe is relinquishing his post as Chief Pilot Instructor to the Club on August 1, to take up another appointment in Civil Aviation.

Mr. V. H. Baker, the Chief Pilot Instructor of the Lancashire Aero Club, has been appointed to take his place. Mr. Baker wished to come south for family reasons, and the action of the Lancashire Aero Club, in releasing him to the London Aeroplane Club, is greatly appreciated.

THE BERKS, BUCKS & OXON AEROPLANE CLUB

The above light aeroplane club has recently been formed for the three counties of Berks, Bucks, and Oxon, with its headquarters at Reading. The site for the aerodrome has not yet been decided upon. Copies of the abridged memorandum, together with application for membership forms, may be obtained on applying to the Hon. Sec. and Treasurer, Miss L. Cribb, 12, Highmoor Road, Caversham, Reading, on and after August 1, 1928.

BRISTOL & WESSEX AEROPLANE CLUB, LTD.

REPORT for week ended July 28:—Total flying, 24 hrs. 25 mins. Dual instruction, 12 hrs. 55 mins.; solo instruction, 50 mins.

Soloists: Mr. Downes-Shaw, Mr. Jopp, Hon. H. C. H. Bathurst, Capt. Davy, Mr. Tratman, Miss Miles, Hon. B. L. Bathurst.

Instruction under Mr. Travers: Miss Miles, Dr. Farr, Dr. Lysaght, Messrs. Peters, Allinson, B. L. Bathurst, Charlton, Evans, Neale, Chopra, Singh, Lynas, Greenhill, Rogers, Byrnes, Heaven, Newman, Putnam and Laws.

Instruction under Mr. Tratman: Messrs. Neale, Keeling, Lynas and Greenhill.

Cross-country flights: Mr. Downes-Shaw (Mr. Leaver as passenger), 1 hr.; Mr. Travers (Mr. Hall as passenger), 3 hrs.

Soloists under instruction this week were Miss Miles and the Hon. B. L. Bathurst. We hope to see both of these get their licences very shortly. Many others are also well on the way to qualify and if the weather is kind we should reap a good crop of licences.

CINQUE PORTS FLYING CLUB

REPORT for week ending July 21:—Machine, de Havilland Moth S.S.; total time, 6 hrs. 25 mins.; test flights, 15 mins.; journeys, 2 hrs. 45 mins.; Joyrides with Maj. Clarke: Mrs. MacLaren, Maj. MacLaren, Mrs. Pearson, Mrs. Sargent, 10 mins. each.

Dual instruction with Maj. Clarke: Mr. R. Dallas Brett, 30 mins.; Mr. Gunner, 30 mins.; Mr. Pakenham, 30 mins.; Mr. West, 30 mins.; Mr. Swinard, 15 mins.

Soloists: Mr. R. Dallas Brett, 15 mins.; Mr. West, 30 mins.

During this week the machine was exhibited in the Kent County Agricultural Show at Folkestone, where it attracted considerable attention, and was instrumental in obtaining several new members and subscribers. Maj. Clarke flew the machine on and off the polo ground adjoining the Show.

REPORT for week ending July 28:—Machine, de Havilland Moth S.S.; total time, 5 hrs.; test flight, 5 mins.; journey, 1 hr. 10 mins.

Dual instruction with Maj. Clarke: Mr. Skinner, 45 mins.; Mr. Crowther, 1 hr. 45 mins.; Mr. Read, 1 hr.; Mr. Barton, 30 mins.

Soloist: Mr. Wright, 15 mins.

New members continue to sign on and this week all the pupils under instruction are new members who have had no previous experience.

Folkestone Herald and Kent Evening Echo Cup.—This award was given by the newspapers concerned for the fastest time by a private owner unconnected with the manufacturers of the machine or engine, who made fastest