FLIGHT, JUNE 6, 1929

OVERSEAS CLUBS

THE KARACHI AERO CLUB, LTD.

[April Report.—] Total flying time : 146 hrs. 30 mins. Dual instruction : 29 hrs. 35 mins. On May 13th an 8567, owned by Lieut.-Col. M. O’Gorman, C.B., was granted :—

“Remax” tubing, manufactured by A. S. Gregg & Co., of Eden Street, Birmingham, has been employed on two aircraft, one at Paris, and one at Croydon. An innovation in the form of joy rides by night also took place, and in this connection, here is a copy of the local press report.

“Owing to monsoon conditions, however, it is unlikely that further moonlight flying will take place till next September, but it is to be hoped that the Aero Club will arrange for a meeting on or even longer scale.”

“Neither in India, nor even in England, has any club held a meeting of this character before, but after last evening’s venture, there is no doubt that night flying, specially in a country like India, where the moon can definitely be relied upon to do its duty, will now continue to attract a long series of eager enthusiasts.

An innovation, the K.C. Air Race for the Challenge Cup, was decided to hold the races for these Challenge Cups at the Newmarket Meeting to be held in October next.

The Karachi Aero Club, last evening gave yet another demonstration of its activities, when it staged a moonlight flying meeting with unparalleled success.


“King’s Cup Air Race,—The following officials were appointed :—

Handicapper : Capt. W. Dancy.

“Grosvenor Cup and S.B.A.C. Challenge Cup.—It was decided to hold the races for these Challenge Cups at the Newmarket Meeting to be held in October next.


Aviators’ Certificates.—The following aviators’ certificates (Nos. 8561–8606) were granted :—

8561 George Ernest Villiers, Hampshire A.C.
8562 Shiu Kau Lee, Brooklands School.
8563 Hugh Charles Malet Shaw, Midland A.C.
8564 Brian Edmund Lewis, Croydon Aerodrome.
8565 Antony Maynard Leonard, London A.C.
8566 Larry Rue, De Havilland School.
8567 Stephen Bertram Cliff, Nottingham A.C.
8568 William Paton Taylor, Liverpool and Dist. A.C.
8569 James Coram Bart, London A.C.
8570 Herbert Roy Fields, Yorkshire A.C.
8571 James Whaley Radford, Whaley Radford.
8572 Florence Margaret Wood, London A.C.
8573 Huntley Noel William Goss, Lancashire A.C.
8574 William Edward Williamson, Lar., Lancashire A.C.
8575 Ralph Douglas Kemenni, Liverpool and Dist. A.C.
8576 John Henry Thompson, De Havilland School.
8577 Hon. Arthur Ernest Guinness, Hampshire A.C.
8578 Osmond Spencer Baker, Hampshire A.C.
8579 Joseph Richard Gill, Yorkshire A.C.
8580 Ronald William Fox, Surrey Fl. Services.
8581 Charles Maurice Brown, Surrey Fl. Services.
8582 Otto Jens Marstrand, Liverpool and Dist. A.C.
8583 Mary Stewart Dashwood Wilson, De Havilland School.
8584 Malcolm Forsyth Bamford, Yorkshire A.C.
8585 Thomas Percy Gleave, Liverpool and Dist. A.C.
8586 Clement Mortimer Lee, Bristol and Wessex A.C.
8587 Cyril Bertram Collins, Hampshire A.C.
8588 John Claude Waller, Liverpool and Dist. A.C.
8589 Harry Siddon Stern, Lancashire A.C.
8590 Leomore Mary de Chavall Peller, Bristol and Wessex A.C.
8591 Ian Constable Maxwell, Lancashire A.C.
8592 Leslie Rowson, London A.C.
8593 Joseph Meyer Symmons, London A.C.
8594 John Lister Shand, Hampshire A.C.
8595 Arthur Barry Farwell, Bristol and Wessex A.C.
8596 Allen Conn Pollock, Yorkshire A.C.
8597 Frank Henry Moon, Liverpool and Dist. A.C.
8598 Arthur Leslie Parkinson, Yorkshire A.C.
8599 Francis Seymour-Williams, Bristol and Wessex A.C.
8600 Edward Lewin Lovett, Liverpool and Dist. A.C.
8601 William Foster, De Havilland School.
8602 William Collins Gordon Black, De Havilland School.
8603 Peter Mone Maury—Marquis de Casa Maury, De Havilland School.
8604 Homi Dhunjishaw Bharucha, Brooklands School.
8605 Arthur Philip Glenny, Hendon School.
8606 Gordon William Bennett, Brooklands School.

The Royal Aero Club

of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

New Air Service

IMPERIAL AIRWAYS announced the introduction of a new after-dark air service of Armstrong-Whitworth air liners between London, Le Touquet and Paris, which began on June 1. The air liners leave Croydon aerodrome each week-day at 4.30 p.m., and after calling at Le Touquet at 5.30 p.m., arrive at Paris at 7.20 p.m. The service in the reverse direction runs non-stop from Paris to London, leaving Paris at 4 p.m. and reaching Croydon at 6.30 p.m. Afternoon tea is served free while flying over the Channel.

“Remax” tubing possesses several noteworthy qualities; it is not only exceedingly strong and proof against fire, petrol oil and water, but is remarkably flexible—its can be bent twisted and knotted without fracture occurring. “Remax” tubing is composed of an inner foundation of finest quality rubber, which is crossbraided with soft cotton. Finally, it is given an outer finish of “Remax” tubing. It is capable of with-}

standing a pressure of 150 lbs. per sq. in.

New Flying Boot

D. Lewis, the Tailor and Outfitter, now have in stock a new sheepskin flying boot, fitted with lightning faster, built especially for motorcar windscreen wipers, but just recently. “Remax” tubing has been adopted by the Air Ministry for use in connection with pilot’s oxygen gear; it is not only exceedingly strong and proof against fire, petrol oil and water, but is remarkably flexible—it can be bent twisted and knotted without fracture occurring. “Remax” tubing is composed of an inner foundation of finest quality rubber, which is crossbraided with soft cotton. Finally, it is given an outer finish of “Remax” tubing. It is capable of withstand-