

exception of the first 50 miles. A minimum distance of 30 miles must be flown.

Pilots must fly directly to Hooton and must not linger in the vicinity of the aerodrome nor make an intermediate landing without declaring it. This will be followed by a landing competition, open to all visiting pilots. The competitor will climb to at least 1,000 ft., and will carry out any evolution of his own choice—such evolution not to finish below 1,000 ft. On completion of same, the throttle will be closed and the pilot will endeavour to touch down within the landing circle and come to rest in the shortest distance.

Marks will be awarded as follows:—

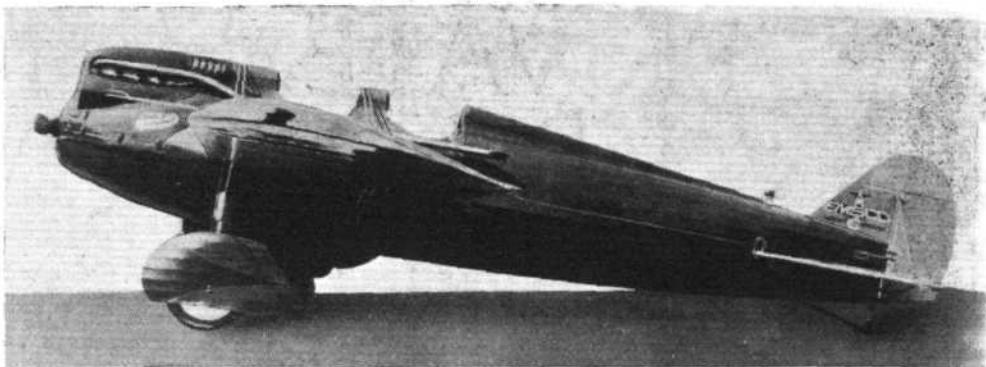
(1) Maximum 5 marks for the evolution (more marks will be awarded for a simple evolution well carried out than for a more difficult one badly executed).

(2) Ten marks will be awarded the pilot who comes to rest in the shortest distance, measured from the centre of the circle. The pilot achieving the second shortest run will receive 8 marks, and so on.

(3) Competitors failing to make first contact with the ground within the circle will be disqualified.

THE CINQUE PORTS FLYING CLUB Committee have decided that ground members joining during the year ending March 31, 1931, will not be charged any entrance fee, though the subscription will remain at two guineas. Flying members will still pay one guinea entrance fee and three guineas subscription, and private owner associate members, one guinea subscription without any entrance fee. Monthly members can be enrolled at one guinea for 28 days. Canterbury is supplying many flying members to the club, Mr. Goulden recently passed the test for his "A" licence and Lieut.-Commdrs. Goble and Gubbins and three officers from the Guards' Depot have been taught by the club, while Dr. Whitehead Reid, who taught himself to fly during the war, and now keeps a Westland Widgeon II, has his own aerodrome at Bekesbourne. Last Sunday, March 23, Mr. Thorne, the new test pilot for A.D.C's., flew down with a friend, both in Hermes-Avians. Many well-known pilots have been heard to say that this machine is the nearest thing to a single-seat fighter they have ever flown and all are almost extravagant in their praise for the way it handles.

THE DERBY AND DISTRICT AERO CLUB seem to have thoroughly awoken an interest in flying in their district by a preliminary meeting which they held with the help of



THE EMSCO-CIRRUS : One of the many American machines now fitted with the American Cirrus engine. This machine has a top speed of 135 m.p.h. with a landing speed of 38 m.p.h.

many private owners, many of the staff of D.H.'s., Lieut. Bentley, of Shell-Mex, and Mr. Ivor McClure, of the A.A., on Sunday, March 9. The Club have, as yet, no machines of their own, but the keenness shown by the number of people who turned up should help to put them on a firm foundation before long. We wish them every success as the more clubs we have the better it will be for everyone.

THE LEICESTER AERO CLUB is going "full out" to make the meeting on the Saturday before Easter a memorable one, and with the help of the R.A.F. and the experience they gained last year there should be every chance of their doing so. A campaign has now been started in the district to make the rising generation air-minded by introducing Model Aeroplane Clubs into all the schools, and where they have previously made model yachts in their handicraft classes they will now make model aeroplanes. This is undoubtedly the right way to work, and we hope that those responsible will carry on with the idea and teach other towns the benefit that is to be gained from such a move.

THE NORFOLK AND NORWICH AERO CLUB were singularly fortunate in having both Lord Thomson and Sir Sefton Brancker at their second annual dinner held at the Maid's Head Hotel, Norwich, on Friday, March 14. Capt. A. A. Rice, the Chairman of the Club, presided. There was a very large attendance, and the speeches were by no means the usual dry-as-dust type which so many after-dinner speakers think it is their duty to give tongue to. Space does not allow even a summary of those speeches, but the consensus of opinion show that the dinner was one of the successes of the Club. The Lord Mayor urged the Secretary of State for Air to push along a municipal aerodrome for them, as they—Norwich—did not wish to be behind as an



THE PANDER-GIPSY : A Dutch private owner's machine, which, fitted with the D.H. Gipsy engine, has a top speed of 125 m.p.h. and a landing speed of 50 m.p.h. This machine is fitted with Bendix wheel brakes as standard.