

THE ROYAL AERO CLUB OF THE UNITED KINGDOM

OFFICIAL NOTICES TO MEMBERS

The Annual General Meeting of Members of the Royal Aero Club was held at 119, Piccadilly, London, W.1, on Wednesday, March 30, 1932, Lt. Col. M. O'Gorman, the Vice-Chairman, presiding.

Committee Ballot.—As the result of the postal ballot the following members were elected to fill the nine vacancies on the Committee of the Club:—Capt. H. S. Broad; Maj. C. J. W. Darwin, D.S.O.; W. Lindsay Everard, M.P.; Maj. A. Goodfellow; Col. F. Lindsay Lloyd, C.M.G., C.B.E.; John Lord; Lt. Col. J. T. C. Moore-Brabazon, M.C., M.P.; Lt. Col. M. O'Gorman, C.B.; Maj. H. A. Petre, D.S.O., M.C.

Election of President and Vice-Presidents.—The Duke of Atholl was unanimously elected President.

The Duke of Sutherland and Lord Wakefield of Hythe were unanimously elected Vice-Presidents.

The Chairman's Speech.—In addressing the meeting the Chairman said:—

At this Annual Meeting we signalise the end of a remarkable year in our Club's history. The winning of the Schneider Trophy outright, admirable light aeroplane performances, the world's highest speed record and now our new Club quarters.

Last year we scarcely foresaw that in six months we should be in possession of our new Club premises, comfortable and suitable. By hard work from Committees and Staff and by the assistance of our Bankers, duly guaranteed by the Members who believe in the future of aeronautics, we have something on which the Club is to be congratulated and the workers thanked, as also the guarantors who take the risk and get in return only the sense that they have helped the good cause.

It is now the turn of the Members generally to back up the work done, not only by using the Club frequently, patronising the facilities it offers, but also by each one severally making a personal effort—writing say at least one letter—to increase the Membership with suitable candidates. Only the Members can do this; we want more Members. Good potential Members exist.

We can offer a club in the centre of clubland, now more than ever appropriate to our National status and corresponding better with the Club's International position—which is one of very vital importance to our future. Actually, I can assure you that we stand as high as any such Club anywhere.

Our cooking is undoubtedly good—and not expensive. We can arrange for dinner parties to be held in private rooms for moderate numbers, 10, 20 or 25. The accommodation for our lady friends to be received is a success. The squash rackets courts is also. The suggestion book is being helpfully used—and it is considered fortnightly—usually so far to meet the wishes recorded as far as possible.

To handle the increased work it has been found useful to split up responsibility among the staff. The subject of Sport, Touring—what may be called the "Society of Encouragement," functions of the Club are entrusted to Commander Perrin—while the new Club House and its many responsibilities come under Mr. B. Stevenson—who, as House Manager, works directly under the House Committee—a very active body, meeting fortnightly, nearly always with the full attendance of all its Members, Chairman, Major Petre—*en passant*, I ask you to accord them your thanks.

I believe I am right in saying that the former Members of the Cavendish Club who are now our Members have not found themselves ousted from former conveniences—but on the contrary.

The Club has kept in touch with the Air Movement in all its developments—instruction, certification of pilots, gliding, touring, competitions, etc. There has been great progress in Private Flying.

The goodly number of 697 Aviators' Certificates granted by the Club this year does not show an increase over the previous year. This year, for learning, the weather conditions have been difficult and also there has been the notable economic world slump which has made people chary of new expenditure. By the end of 1931, there were 2,091 holders of "A" licences in this country—and I draw your attention to a most satisfactory increase in the number of flyers, who own their own aircraft. It amounts to over 400.

Embraced and united by our General Council, we have 22 Light Aeroplane Clubs. They represent a total membership of 6,711 and have, since their inception, produced no less than 1,554 new pilots.

This working together has produced benefits to ourselves and to all the Clubs, notably by co-ordinating our approach to the Government on behalf of the flying movement. Exchange of information and views has also helped all the Clubs and ours. Our successful action in relation to the renewed subsidies granted by Parliament derives from this—though the matter belongs to next year's and not this year's meeting.

This most economical form of flying and of propaganda for airmindedness has shown a marked increase. We appointed the British Gliding Association to be, under the Royal Aero Club, the exponent in this country of the International Code Sportif in gliding matters. We arranged that the Gliding Committee of the Fédération Aéronautique Internationale should be derived from nominees of the National Aero Club, chosen with the aid of the National Gliding Association, and this bids fair to be a just and equitable solution of what might have proved a thorny subject.

The British Gliding Association have now about 80 Gliding Clubs and, during the year, over 250 gliding certificates have been issued by the Royal Aero Club.

We are continuing to build up a centre of information for air tourists *re* Permits, Triptyques, Carnets, how to go and where to go, landing grounds, prohibited areas, air corridors, formalities, the loan of air maps, etc. We provide far more International air touring than any other Club or country. For that we pay the penalty of pioneers. When we arrive abroad, we may find the local club—though important enough with its National Government to be of use for negotiations—is not represented on the aerodrome of arrival, and even the local Customs Officers do not always know the rules of the Carnets, etc., which they administer. The remedy for this is not using the voice of indignation when back at home—but the careful taking of notes of the exact time, place and cause of trouble, so that later the education of erring officers may be completed. The F.A.I. has arranged for Carnets to be available for 12 months in lieu of 6 months, so that the number of Carnets issued in 1931 in England was 386 against 450 of the previous year.

Prince Bibesco, the President of the F.A.I., is taking active steps as an air tourist himself—and the Royal Aero Club is supporting him, as are all the F.A.I. clubs, in an endeavour to simplify all customs formalities. I had a long and pleasant interview with Lord Londonderry, who is certainly minded to be helpful.

The F.A.I. representation involves much work on us, a certain responsibility and some expense—but it is a keystone of the Arc de Triomphe which we are building. Through it and by it alone can we get Carnets and Triptyques—through it we hold the sole control of the sport and records—through it and through working with it, we ensure harmony and understanding with the unique National body in other countries which we must traverse for sport or travel unless civil flying is to become a merely local gymkhana game.

I know something both of the difficulties and advantages of these international relations, as you have entrusted me with being one of your representatives since the Club started. The F.A.I. is of value to us both for our interest and our prestige.

Thanks to the generosity of Lady Houston, we successfully defended the Schneider Trophy for the third time in succession and thereby secured its permanent possession, a goal for which the air-minded nations of the world have aimed for the past eighteen years. The Supermarine Rolls-Royce S 6 B, which was successful under the piloting of Flt.-Lt. J. N. Botherman, completed the 350-km. course at 340 m.p.h.

The World's greatest speed was accomplished on Supermarine Rolls-Royce S. 6 B, piloted by Flt.-Lt. G. H. Stainforth, at a speed of 407½ m.p.h., which speed may well remain unbeaten for some little time.

Other outstanding performances in 1931 were:—

<i>England to Australia</i>	
C. W. A. Scott, on a D.H. "Gipsy Moth" ..	9½ days.
C. A. Butler, on a "Comper Swift" ..	9 days 2 hr.
<i>Australia to England</i>	
C. W. A. Scott, on a D.H. "Gipsy Moth" ..	10 days 23 hr.
J. A. Mollison, on a D.H. "Gipsy Moth" ..	8 days 19 hr.
<i>England to Cape Town</i>	
Gordon Store and Miss Salaman on a D.H. "Puss Moth" ..	5 days 6 hr.
<i>New York to London via South America and West Africa</i>	
Sqd.-Ldr. H. J. L. Hinkler, on a D.H. "Puss Moth."	

For this flight, Sqd.-Ldr. H. J. L. Hinkler was awarded the Gold Medal of the Royal Aero Club, the Britannia Trophy and the Segrave Trophy.

It is interesting to note that all these flights were accomplished on light aeroplanes of British manufacture.

During the year, the Flying Services Fund of the Royal Aero Club has distributed £376 in grants and allowances to the dependants of deceased airmen. This fund was established in 1914 and, since that date, has distributed approximately £22,500 in grants and allowances.

The Funds are nearly exhausted and it has been decided to close down the Fund and hand over the small balance in hand to the Royal Air Force Memorial Fund.

During the past year, Air Vice-Marshal C. A. H. Longcroft, much to our regret, resigned from the Committee.

The vacancy was filled by the election of Lord Gorell, whom we welcome here this evening.

Offices: THE ROYAL AERO CLUB,
119, PICCADILLY, LONDON, W.1.
H. E. PERRIN, Secretary.

Aero Golfing Society v. Felixstowe and Martlesham (R.A.F.)

A GOLF match between Aero Golfing Society and Felixstowe and Martlesham (R.A.F.) for the Challenge Trophy, presented by the Aero Golfing Society, was played at Woodbridge on Saturday, April 2, resulting in a victory for the Royal Air Force. It was a 10 a side match of 36 holes, decided on holes up, the final score being Royal Air Force 29, Aero Golfing Society 22. The following were the teams:—*Felixstowe and Martlesham (R.A.F.)*: S. N. Morris, Flt. Lt. E. D. Barnes (Captain), Flt. Lt. V. S.

Parker, Flt. Lt. C. H. Cahill, F/O. G. L. G. Richmond, Flt. Lt. D. S. Earp, Sqd. Ldr. E. Digby Johnson, Flt. Lt. E. P. M. Davis, F. W. Meredith, Sqd. Ldr. H. W. McKenna. *Aero Golfing Society*: A. J. A. Wallace Barr, Flt. Lt. L. Massey Hilton, F. E. N. St. Barbe, A. G. Hazell, Maj. C. J. W. Darwin, H. E. Perrin, C. R. Fairey, Lt. Col. W. A. Bristow, Sqd. Ldr. T. H. England, F. Handley Page (Captain). In the evening the Aero Golfing Society entertained the Royal Air Force team to dinner at the Felix Hotel, when the Challenge Trophy was duly presented.