

From Jack to Mauds

Parliamentary Aerial Defence Committee.

Chairman : Mr. ARTHUR LEE, M.P.
Vice-Chairman : Mr. E. BEAUCHAMP, M.P.
Hon. Sec. : Mr. ARTHUR DU CROS, M.P.



FLYING DEMONSTRATION

Organised for Military purposes.

MAY 12th, 1911.

(Weather conditions permitting).

The London Aerodrome,
HENDON.

From 3.30 p.m. to 7.30 p.m.

PROGRAMME.

The order of tests may be altered. Changes, if any, will be announced on the ground.

1. 3.30 p.m. INSPECTION OF AEROPLANES BY MEMBERS OF THE BOARD OF ADMIRALTY, THE ARMY COUNCIL, AND MEMBERS OF PARLIAMENT.

2. 4 p.m. SPEED OF ERECTING AND DISMANTLING AEROPLANE.
 - (a) From transport wagon to actual flight.
 - (b) From time of landing after flight to time of loading upon wagon ready for transport.

Two Bleriot monoplanes will be used in this demonstration.

From a practical point of view, in war, it is unlikely that aeroplanes would require other than their own transport.

3. DESPATCH CARRYING AND RELIABILITY TEST ACROSS COUNTRY.
 - (a) Carrying Despatch to Aldershot.
 - (b) Bringing back reply.

NOTE.—Among the great cross-country flights which have been made are—
M. Prier's flight from Hendon to Paris, distance 250 miles, in 3 hours 56 mins. ;
M. Tabuteau's continuous flight of 362 miles.†

4. DISTANCE REQUIRED FOR RISING AND ALIGHTING.
 - (a) Rising from ground in shortest possible distance.
 - (b) Alighting. Distance will be measured from point of contact with ground to point where machine comes to rest.

Both Monoplanes and Biplanes will be used in these tests.

5. COMPARISON OF SPEED BETWEEN MONOPLANE AND BIPLANE.

Monoplanes and Biplanes circling the aerodrome simultaneously.

NOTE.—The World's Speed Records are held by—
M. Leblanc (Bleriot Monoplane) 71½ miles per hour.
Mr. Grahame-White 63 miles per hour.

6. BOMB THROWING.

- (a) By aeroplanes at high speed (at moderate height).
- (b) From aeroplanes hovering in circles at greater height.
- (c) Mr. Grahame-White will drop a missile weighing 100 lbs. from a Biplane.

NOTE.—Experiments of the above nature are in their infancy. Their perfection must necessarily become a matter of training. The object of the tests is to illustrate the possibility of attacks by aeroplanes on troops, magazines, cities, submarines, warships, etc., by means of explosive or incendiary bombs.

7. RECONNAISSANCE TEST WITH OFFICERS AS OBSERVERS.

The officers observing in these tests will be Major Evelyn Wood, D.S.O., Capt. Sykes and Capt. Twiss.

NOTE.—M. Eugene Renaux carried an observer from Paris to the top of the Puy de Dome, 4,813 ft. high; distance 218 miles (Biplane), in 5 hrs. 20 mins.

M. Massett carried two observers a non-stop distance of 58 miles (Monoplane).

Aerial reconnaissance would include Map Drawing, Photography, &c., as well as Locating of Troops, Fortifications, etc. Wireless Telegraphy and Signalling can be used from aerial vessels. The best results can only be expected from officers specially trained in aerial work.

8. MACHINE GUN AND AMMUNITION CARRYING.

- (a) Transport of machine gun and operator to a given point.

NOTE.—Aeroplanes may be used for the rapid transport of limited quantities of ammunition and food supplies for beleaguered garrisons, or in other emergency. Weight carrying has been demonstrated by M. Somner, who flew for 90 minutes continuously with eight passengers, and for 6 miles with twelve passengers.

9. ATTACKING DIRIGIBLE AIRSHIP.

Weather permitting H.M. Airship "Beta" will arrive from Aldershot. A demonstration will be given with the object of comparing airships and aeroplanes.

10. PASSENGER CARRYING, IN WHICH MEMBERS OF THE BOARD OF ADMIRALTY, THE ARMY COUNCIL, AND MEMBERS OF PARLIAMENT ARE INVITED TO PARTICIPATE.

EXHIBITIONS OF FLYING.

The general arrangements of the demonstration are under the control of Mr. Arthur du Cros, M.P.

The members of the Parliamentary Aerial Defence Committee desire to acknowledge their special indebtedness to Mr. Claude Grahame-White for his kindness in placing at their disposal his Aerodrome and Aeroplanes for the purposes of the demonstration, and for the valuable assistance which he has rendered them generally. The Committee also desire to tender their warmest thanks to the following gentlemen who have so generously assisted them in their efforts:—

LOUIS BLERIOT.

P. PRIER.

C. H. GRESSWELL.

H. GUSTAV HAMEL.

R. LORRAINE.

A. V. ROE.

COMPTON PATERSON.

ARMSTRONG DREXEL.

J. V. MARTIN.

C. HUBERT.

S. F. CODY.

M. BLONDEAU.

PROGRESS OF AVIATION DURING RECENT YEARS.

DISTANCE FLOWN.

1908. Wilbur Wright, 77 miles.

1909. Henry Farman, 144 miles.

1910. Maurice Tabuteau, 362 miles.

TIME IN THE AIR.

1908. Wilbur Wright, 2hr. 20min. 23sec.

1909. Henry Farman, 4hr. 17min. 35½ sec.

1910. Henry Farman, 8hrs. 12min.

SPEED ATTAINED.

1908. Wilbur Wright, 40·5 m.p.h.

1909. L. Bleriot (Bleriot Monoplane), 48 m.p.h.

1910. A. Leblanc (Bleriot Monoplane), 67·5 m.p.h.

1911. A. Leblanc (Bleriot Monoplane), 71½ m.p.h.

ALTITUDE ATTAINED.

1908. Wilbur Wright, 328 feet.

1909. Hubert Latham, 1560 feet.

1910. M. Legagneux, 10,500 feet.