

THE ELEVATOR

Edited-by
ALAN GOODEELLOW.

AUGUST 1929

At the unanimous request of the members who were present at the Annual General Meeting the Chairman's speech is being printed in "The Elevator" and will this month take the place of the Editorial. The speech was as follows: -

"Ladies and Gentlemen,

Before giving a brief outline of the activities of the Club during the past year I should like to make reference to two changes in the personnel of the General Committee which have taken place since we last met together. In September and October of last year the Club suffered serious loss in the resignation of Mr. Leeming from the Chairmanship and the resignation of Mr. Caldecott from the Club. It is not necessary for me to say very much about the work of these two gentlemen because it is already well known to most if not all of those present. Mr. Leeming was the first Chairman of The Lancashire Aero Club and indeed the founder of the Club. When he resigned the Chairmanship in order to take up commercial flying he had already behind him a fine record of service to aviation generally. Mr. Leeming remains a member of the Club and was offered by your Committee a Vice" Presidency in recognition of his services,, an honour which I am glad to say he accepted.

Mr, R. E. H. Caldecott had also a distinguished record of service to the Club as Chairman of the Finance Committee. Finance has always been the bugbear of The Lancashire Aero Club as of most Clubs and Mr. Caldecott's work in producing order out of chaos in connection with the financial administration of the Club was of the highest value. Although Mr, Caldecott resigned his membership of the Club last year, I am glad to say that he has since re-joined and to take this opportunity of welcoming him back into the fold.

The vacancies left in the Committee were filled "by the co-opting of Mr, E. R. Williams and Hr. H. D. Whitehouse. Mr. Williams is one of the earliest members of the Club who had already shown his value by service on the Committee. Mr. Whitehouse represented new blood and has been of special value by reason of his assistance on the House Committee, a branch of the work in which he is particularly well qualified to give assistance.

The membership of the Club during the year has shown a slight increase and now stands at the round figure of two hundred and eighty. A satisfactory feature is that although on paper the number of flying members has slightly decreased the number of members flying regularly shows an increase and more members have been trained for their 'A' Licences during the year than during any previous year of the Club's existence.

It may be of interest to mention that out of the nineteen Associated Light Aeroplane Clubs The Lancashire Aero Club ranked third last year in the number of pilots trained, being beaten only by the London and Hampshire Clubs

Turning to the work of the House Committee under the Chairmanship of Mr. B.A.G.Meads, I think all members will agree that the Clubhouse has shown marked improvements during the past year. Never before have so many social events been held or been so well attended The experiment of holding the Club Ball at the George Hotel, Knutsford, was a success from every point of view. The Dansants have now become not merely a threat but a fact and the verandah has proved itself capable of withstanding the

shock. The Clubhouse enclosure has been transformed from a hayfield into a really pleasant place in which to sit, and the flowers, which bloom in the spring now adorn the enclosure. The question of lectures appertains perhaps more appropriately to the Plying Sub-Committee but it is worth mentioning that a series of lectures on Air Navigation and Meteorology have been held during the year and attracted a very fair attendance. The new shelter and office accommodation in the car park marks another advance and for this we have to thank the generous gift of Mr. Whiston, one of our Vice Presidents. It is the policy of the House Committee, and I think you will agree with me that it is the right policy, to be constantly improving the amenities of the Clubhouse so as to ensure that members and their friends shall be properly catered for during such times as they are not actually in the air. In this connection I would draw your attention to the proposal to build a, hard tennis court. Any member who subscribes Two Guineas or more towards this project (the cost of which is estimated as being in the neighbourhood of £200) will be entitled to the free use of the tennis court. I hope that any of you who have or yet supported the scheme will do so without delay.

From time to time your Committee receives complaints about the state of the Aerodrome approach. Unfortunately this is a matter over which we have no control but I am happy to say that the surface of the occupation road has been considerably improved within the last few weeks and is still being repaired. One way and another, therefore, the strain on the patience and the shock absorbers of members is being gradually lessened.

To turn now to the work of the Flying Subcommittee of which Mr. J. C. Cantrill still remains the Chairman. I do not propose to go into this in detail since a separate report will be rendered by Mr. Cantrill and I shall only mention in passing one or two of the outstanding events during the past year. Two Flying Pageants have been organised by the Club both at Blackpool. The first had the distinction of being the biggest and I think we may say the best Air Pageant yet organised in this country. Owing to the very heavy expenses incurred in the preparation of the Aerodrome it was not an unqualified success from a financial point of view, but as you will see from the annual accounts this Pageant, coupled with our share of the pooled profits of other Pageants has brought in quite a useful addition to the income of the Club.

The second Pageant was held recently in connection with the King's Cup Race and once again we suffered badly at the hands of the weather. The financial results of this latter Pageant do not come into this year's accounts but I am glad to say that the accounts show a small profit to the Club.

In connection with our Flying Staff we have suffered two serious losses during the year. Captain Baker left us to join the London Aeroplane Club, but we have been fortunate in getting Mr. D. E. Hall in his place. Jack Chapman our popular and able Ground Engineer, has left us to take on a flying job but again we have been fortunate in filling his position and Mr. Harper who came to us with high recommendations from the De Havilland firm is proving himself a capable successor. The policy of your Flying Committee has "been to standardise as far as possible on one type of machine and engines so as to reduce maintenance charges. Unfortunately our record of minor accidents has been so bad during the past year that it is impossible to come to any definite conclusion as yet on the value of this policy. We have the disadvantage of course of an Aerodrome of which the surface is not ideal and have suffered I think a little during the year owing to the fact that the type of machine on which we have standardised has been passing to some extent through the earlier throes of production. We have high hopes however that our policy will justify itself during the coming year.

You will hear no doubt in Mr. Cantrill's report that flying hours have gone down slightly during the year although the Subsidy earned has increased. While the Subsidy is maintained in its present form it is inevitable from an economic point of view that we should try to earn the maximum subsidy with the minimum flying hours since this is the only hope we have of building up a reserve fund against the future.

While big flying times have not been unduly encouraged the Committee has lost no opportunity of attracting new Flying Members to the Club. Attempts have been made to start Branches in various parts of Lancashire and while none of these have yet come to fruition we are not without hope that one at least of the schemes may ultimately mature. The maintenance of Private Owners' Aircraft is another matter which has received attention and a definite scale of charges has been issued to all Private Owner Members,

A Joint Membership Scheme has been agreed with the Liverpool and District Aero Club under which a member may belong to both Clubs on payment of £3. 3. 0 per annum to each instead of £5. 5. 0 per annum to one. Country Membership has been extended and any member residing more than fifty miles from Woodford may be a Flying Member at a subscription of only £1. 1. 0. per annum. The same terms apply to Service Members, wherever resident. In fairness to members joining during the course of the financial year they are now permitted to pay a subscription at the rate of half-a-guinea a month for the remaining months of the year. Thus if a member joins half way through the year he pays only £3. 3. 0. instead of £5. 5. 0.

Recently a new Temporary Membership Scheme has been brought into force more especially for the benefit of those members who wish to bring friends to the Club and to take them up as passengers. Such friends when introduced by a member, can now become ordinary members of the Club (which entitles them to fly as passengers at Club rates) without payment of entrance fee upon a temporary basis. A special card signed by the Secretary is issued and the charge is 5/- for one day, 7/6d. for a weekend (Saturday and Sunday) or One Guinea for a month. For the convenience of members who find it difficult to get out to Woodford during the week a machine and Instructor are now sent to Wythenshawe every Wednesday where members may fly at the ordinary Club rates plus the landing fee charged by the Corporations which is 2/- for instruction and 1/- for qualified pilots.

You have all received copies of the accounts and have had time in which to consider them. The Auditors and Mr. Nelson are here to answer any queries which you may wish to put and I do not propose to say anything very much about them beyond what I have already said in my Editorial to this month's "Elevator and in the House Committee Notes. You will note that Entrance Fees and Subscriptions and Receipts from Flying both show an increase, while the same is true of the Air Ministry Subsidy received. I should perhaps explain that as the Air Ministry year does not end until July 31st the figures showing the receipts from this source are in some respects misleading. The maximum Subsidy which can be earned in any one year is £2,000 and there is every reason to hope that the total amount earned by the Club for the year ending July 31st will not be very far short of this figure.

You will remember that last year the Company showed a profit of about £500 on the year's working. This reduced the debit balance, which had previously stood at some £1,350 to a total of £833.17* 6. A further profit of just under £500 has been made this year and the debit balance is now reduced to £343.19.10. We may hope that by July 3^{1st} next, when the existing subsidy comes to an end, the remnants of the debit balance will have been entirely wiped out and we shall have an actual liquid balance in hand to form a replacement reserve. It is naturally a disappointment to your Committee that things have not been better, but a perusal of the accounts should convince you that it has not been their fault that better results have not been achieved. In a normal year we ought to have shown a profit of at least £1,000 and our lamentable record of crashes during the year is entirely responsible for the fact that we have not done so.

Unfortunately I am not yet in a position to give you any definite indication of the

Government's intentions regarding the Light Aeroplane Clubs after July 31st, 1930. I am hopeful that we shall get at least as much as has been given to national Flying Services Ltd., that is to say £10 for every Pilot who renews his Licence. This would mean only about £500 a year on the present basis and would probably mean an all round increase of about £1 per hour on flying charges to enable us to keep going as an individual Club. While I have hopes that we may receive better treatment than this in view of the pioneer work that we have already accomplished I think we should be unwise in relying upon anything more when looking to the future'.

As it is possible that this may be my farewell appearance before you as a General Meeting of the Club, since I may be leaving this part of the World before the next General Meeting takes place, I should like to take this opportunity of thanking those of you who have shown your loyalty to the Club in many different ways. In all Clubs, especially during the earlier stages of their development, a tremendous amount depends upon the individual loyalty and cooperation of the members. Many have given up time and money to act as volunteer officials at the various Flying Pageants organised by the Club. Others have subscribed generously in one way or another in order to assist its development. The names of some of these you know, But not a few have chosen to remain anonymous and have done their good deeds "by stealth. To the Members of the Committee and of the various Sub-Committees the whole Club, and myself in particular, owe a special debt of gratitude for the work that they have done. Much of that work I hope will cease to be dependent upon volunteers as the growth of the Club continues and its organisation gets upon a more permanent basis. Without it, however,, the Club could never have reached its present stage of development and there is still much planning and work to be done before we can sit down and rest upon our laurels.

As usual, the Meeting was poorly attended, less than 15% of the total number of members taking the trouble to turn up. Those who did turn up, however, displayed quite an unusual degree of intelligence and a very interesting discussion took place as to the future of the Club.

The suggestion was made that it might be advantageous to get some commercial firm to take over the technical side of the Club's work such as the maintenance of aeroplanes and flying instruction, and the new Committee was authorised to approach any suitable firms and to discuss the question with them, but without committing the Club to anything definite. There was quite obviously a feeling that the Club should stand on its own legs and manage its own affairs as far as possible, subsidy or no subsidy, and this is a very healthy feeling for any Club to possess provided that the members are prepared to back up their sentiments by their actions.

Another interesting suggestion was that The Elevator ought to be paid for separately by members and to be on sale also to the members of the general public who may be interested in flying. In the past we have looked upon The Elevator' as having two main functions (a) to act as a general news bulletin to all members of the Club, thus saving a large expenditure on circulars, and (b) to assist in the general propaganda work for aviation generally and the Light Aeroplane movement in particular that we were formed to promote. About two hundred and eighty copies of The Elevator" per month go to the Club members and over a hundred more are sent free to the other Clubs, to manufacturers, and to various prominent people connected with aviation all over the world. The net cost to the Club, after deducting income for advertisements, is about £100 per annum, and one or two members suggested that this was rather a high price to pay for propaganda work. Ultimately the suggestion was allowed to lie on the table until the next meeting in the hope that a greater revenue from advertisements might be obtained during the coming year.

There were seventeen nominations for the Committee, the number of which it was decided to increase from nine to eleven members, The voting was very close and the following members were elected;-

J.C. Cantrill
R.H, Dobson
P.T. Eckersley
A. Goodfellow
R.F. Hall
M.A. Lacayo
B.A.G. Meads
D. Nelson
J.J. Scholes
H.D. Whitehouse
R.R. Williams

Mr. Goodfellow reported that owing to pressure of work and the possibility of his leaving the district he felt compelled to resign the Chairmanship of the Club and proposed Mr. P. T. Eckersley as his successor. Mr. Goodfellow's resignation was accepted with regret and he was elected a Vice President of the Club in recognition of his services. Mr. P. T. Eckersley was unanimously elected as Chairman of the Club,

Colonel Sir Charles C. Wakefield, Bart., was unanimously re-elected as President of the Club. The following Vice Presidents were elected?-

Vernon Bellhouse, Esq. ,
H. Fildes, Esq.
A. Goodfellow, Esq.,
H. W. Lee, Esq.
J. E. Leeming, Esq.
John Lord, Esq,
G.G. Parnall, Esq.,
A. Whiston, Esq.

The Meeting closed with a vote of thanks to the retiring Chairman.

At a Meeting of the new Committee held on Thursday, 16th August, the following appointments were made;-

General Committee.

VICE CHAIRMAN - Mr. A. Goodfellow.

Flying Sub-Committee.

CHAIRMAN Mr. J. C. Cantrill.
MEMBERS •• Messrs. J..J. Scholes , E.Ruddy, A.C.Mills.

Finance_Sub-Committee.

CHAIRMAN ~~ Mr. D. Nelson.
MEMBERS - Messrs. E.Ruddy, H.S.Stern, A.C.Mills.

House Sub-Committee.

CHAIRMAN Mr. H.D. Whitehouse
MEMBERS Mr. B.A.G. Meads Mrs Mercer

Propaganda Sub-Committee,

CHAIRMAN Mr R.R. Williams.

MEMBERS Messrs. H. D. Whitehouse, R.P.Hall,
E. Cohen, W.S.Kay, H.G.Greg.

The Chairman and Vice Chairman of the General Committee were appointed ex-officio members of all Sub-Committees.

Messrs. A. Goodfellow and J. C. Cantrill were appointed the representatives of the Club on the General Council of Associated Light Aeroplane Clubs.

The Meeting closed with a vote of thanks to the retiring Chairman.

Mud - Ooze - Mud.

Now Jon said "Let there be a Race between the City of Mud and the City of Ooze and let prizes be presented for the same and it came to pass that it was so.

And there were chosen from the City of Mud three of its citizens that they should venture themselves even as far as the City of Ooze and 'back.

And the names of the citizens were Jak and Ed and the woman Win yea male and female were they chosen for to venture themselves forth.

Likewise also for the City of Ooze there were chosen three even the man All-in,, and the man Nail and the man Moses.

And Jon approached himself unto A1 saying "Let there be a man chosen from among the Klub to fly in this great Race".

And AI made answer saying "Even so, as for the Klub we have already chosen our man, a mighty man of valour and his name it is Stak".

But Jon answered saying "Not so for my rules forbid this thing and it shall not be".

And it was not.

Now when the handicappers had made an end of handicapping and the competitors had made an end of grousing about their handicap the Race was begun.

And lo! Two men of the police were sent up into the air for to spy out the machines that they should in no wise break the rules which had been made.

Now first went Moses and All-in and Ed and Win and after them came Jak.

But at the last came the man Nail and his engine was singing to him a sweet song and the words of it were even thus-

"Behold! the first shall be last and the last shall be first" .

Now at the Aerodrome of the Klub of the City of Ooze (and district) there was set a table.

And upon it were spread bread* and butter* and cake and cups of tea that the pilots might refresh themselves before departing again to the City of Mud.

And behold when the pilots saw the table and those things which were spread thereon they did go white; even as white as the cloth that was laid upon the table.

But the Chairman of the Klub of the City of Ooze (and district) smiled a smile and he did lead them past the table that was laid even into the Klubhouse,
And the hearts of the pilots were warmed within them and they went on their way rejoicing.

Now at the City of Mud men waited the return of the wanderers, yea all those men that had given prizes and others besides.

And there came first the man Nail that had started last and he was mounted upon a Moth.

And there came next the man Jak and he was mounted upon an Avian.

And after them came the man All-in and the man Moses and the woman Win.

Yet came not the man Ed and all the people marvelled and questioned one another saying "Where is the man Ed in-the umpire's launch?"

But at last he did appear and he did make a demonstration of the Avian undercarriage so that the man Dobbi cried out in alarm.

But Gaspipe, that was the Instructor, spake soothingly unto him saying "How now Dobbi, rememberest thou not thy faith, and that thou has promised a supper of tripe to him that should first break the Avian undercarriage?"

And Dobbi made answer and said "Even so, I remember it all and therefore am I sore afraid"

Thus endeth the story of the Great Race. And after all the prizes had been given to the man of the City of Ooze the people departed unto their tents and where at peace.

Publicity

(A gentleman has recently offered to cross the Atlantic either standing on the wing or hanging from the undercarriage of an aeroplane. The offer was accorded the dignity of headlines in an evening news paper).

Oh! never mind about who flies the faster,
Or the further, or who climbs the greatest heights,
We have no need to be pained
At the flying records gained
By the Yankees and the Bosches and the Ites;

They will find that they have come across their master
When they meet the gallant Britisher
who flies Across the broad Atlantic In an attitude romantic,,
Suspended twixt the ocean and the skies!

We must cultivate 'the novelty perspective',
We must recognise the folly of the Sane,
If a thing is only useful It is sure to be un-newsful
And it rightly gives the journalist a pains
But set up as an 'aerial detective'
And arrest a man for 'loitering in the air', Or pancake
And when the Great are gathered - you'll be there!
On a summit of Ben Nevis

'Mo! Do not let us worry over, speed,
And height is only relative you know,
While no-one gives a hoot
If the air mail to Beyrout
Is reliable and fast, or bad and slow
The thing that really counts, we're all agreed,
Is governed by unalterable law,
For it may be good or bad Or indubitably mad

BUT IT MUST BE SOMETHING NO-ONE'S DONE BEFORE!

SCHNEIDER TROPHY CONTEST.

Special arrangements have "been made by The Royal Aero Club and by The Southern Railway Co, in connection with this event which is due to take place on Saturday September 7th, or as soon thereafter as weather conditions permit. These arrangements may be briefly summarised as follows i-

1. Day tickets for the s.s.'Orford' are available for members of the Light Aeroplane Clubs at a cost of Two Guineas per ticket, and members have the privilege of applying for not more than two extra, tickets each for guests. The charge of Two Guineas covers conveyance between Southampton and the s.s.'Orford' and the official Club Tender 'The Duchess of Cornwall' will leave the Royal Pier, Southampton, at 9-4-5 a.m., returning from the 'Orford' not later than 6-30 pm

A special train will leave Waterloo for Southampton at 7-5 a.m., with a return from Southampton to Waterloo at 8-55 pm. (Special tickets for the return journey 22/-).

The s.s.'Orford' will be moored opposite the starting and finishing line and will form an ideal grand-stand for the Race. Immediate application for tickets, addressed to The Secretary of The Royal Aero Club, and enclosing a remittance for the amount of the tickets, is necessary to ensure obtaining the same .

2. The Southern Railway Company has available 3,600 special reserve tickets for Ryde Pier Head at a cost of £3 each. This price includes return fare London (Victoria) and Ryde. Special trains will leave Victoria, at short intervals from 7-35 a.m. to 9-10 a.m. and special return steamers will sail from Ryde Pier Head from 7-30 pm. onwards.

Ryde Pier Head is directly opposite the starting and finishing line on the inshore side and will command a fine view of the Race throughout.

3. The Southern Railway Company is also selling special Steamer excursion tickets at One Guinea each. The steamers will leave Portsmouth Harbour Southsea, (Clarence Pier) and Southsea (South Parade Pier) between 11-45 a.m. and 12-15 pm. They will be anchored opposite the Portsmouth Turning Point close to the Course. Similar steamers will leave Ryde Pier Head and be anchored close to the Ryde Turning Point.

4. Special cheap return tickets from all Southern Railway Stations will be available between the 4th and 9th of September and special arrangements will be made in respect of any postponement of the Race which may be necessary. For particulars apply to The Secretary of The Lancashire Aero Club who has a time-table giving full details.

There appeared recently in a certain Sunday paper a warning to the public by a famous civilian airman whose name was not disclosed but who felt it his duty to warn the public against the risk of being disappointed by weather conditions if they went to see the Race. Perhaps it would be unjust to wonder whether the famous airman in question (whose

identity is unknown to us) was at the moment disgruntled maybe by applying for an official job in connection with the Race and finding that they were all allotted.

It is true of course that certain weather conditions have to prevail in order to enable the Race to be flown and that high winds or bad visibility would mean a postponement. Nevertheless we venture to suggest that the risk is one well worth running for the chance of seeing this unique event which cannot at best be seen again in England for another two years and not even then unless we manage to win the Race once more this year. The event is of such an interesting nature that we strongly recommend all those who can spare the time to give up several days to it taking a couple of days before the Race in order to witness the preliminary trials and allowing a couple of days after the chosen date in case bad weather should render a postponement unavoidable.

It should be mentioned in connection with the special facilities offered by the Royal Aero Club and The Southern Railway Company that arrangements have been made to extend those facilities in the event of a postponement. Details of these arrangements can be obtained from the Club Secretary.

HOUSE COMMITTEE NOTES.

Chairman - Hr. H. D. Whitehouse.

The last year's "balance sheet has had the full consideration of the new Committee and it will be their endeavour to improve upon its figures during the forthcoming year.

Among the attractions at Woodford it is proposed to hold a monthly Hot-Pot during the Winter season and at least two dances. Further details will be announced in due course.

It is hoped that the many innovations which the Committee intend to introduce will encourage the more frequent and regular attendance of a number of our members whom we seldom see.

September 14th An Aerial Garden Party followed by a Dance at the Clubhouse is being arranged on this date. There will be informal flying competitions during the afternoon and invitations are being sent to private owners who will be the guests of the Club and its members during the meeting. Afternoon tea will be provided and also an evening meal before the dancing takes place and we should like to see the biggest crowd of members and their friends yet seen "at Woodford.

December 21st. This is the date provisionally fixed for the first Lancashire Aero Club Ball of the season. Will all members with diaries please make a note of the date and will all those who have not diaries please remember it?

Tennis Court. The response to the recent appeal for subscriptions for the construction of a hard tennis court has so far been somewhat disappointing, and does not yet justify the commencement of work. We have a large receipt book and are most anxious to use it but unless during the next month further substantial support is received it is proposed to abandon the scheme and to return to members the donations already handed in.

Members will be pleased to hear that Councillor Jacob Parkinson of Blackpool has expressed the wish to make a presentation to the Clubhouse,, Something in the musical line seems to be indicated and the Committee is at present considering how best to use this generous offer.

PERSONAL NOTES.

Certain alterations have taken place in the composition of the General Committee and Subcommittees which are worthy of special note.

The new Chairman of the Club is Mr. P. T. Eckersley, the well-known amateur cricketer and Captain of the Lancashire County Cricket Team, Mr. Eckersley is a keen pilot who was trained "by the Club and is now the owner of an Avro Avian. He represents the type that one wants to see interested in flying and his election as Chairman was unanimously adopted with warm approval.

Mr. H. D. Whitehouse succeeds Mr. B. A. G. Meads as Chairman of the House Committee. The choice is no reflection upon Mr. Meads, who remains to give valuable assistance on the House Committee, and whose work in improving the Clubhouse during the past year merits the warmest appreciation. It is necessary, however, that the Clubhouse should be put on a sound financial basis and in this direction the services of Mr. Whitehouse should be especially valuable, since he has had a great deal of experience in this type of work.

When seventeen names are proposed to fill eleven vacancies it follows that several of them must fail to get elected. The fact that Mr. E. Ruddy was among these almost leads one to doubt the soundness of allowing proposals to be made at the meeting itself instead of in advance. It is no exaggeration to say that Mr. Ruddy was one of the most valuable members of the old Committee and his loss will be seriously felt.

-To minimise this loss as far as possible he has been asked to serve on the Flying and Finance Sub-Committees and we sincerely hope that he will do so.

Mr. M. A. Lacayo and Mr. R. E. Hall fill the two vacancies created by the increase of the Committee to eleven members. Both have been amongst the keenest supporters of the Club's activities ever since they joined and should prove useful and hard working members of the Committee.

Mr. A. C. Mills, who was on the Committee last year, has now been asked to serve on the Flying Sub-Committee as well. He has done extremely sound work for the Club in the organisation of various Flying Pageants and will make an excellent representative of the 'A' Licence Pilots on this Subcommittee .

This space is reserved for the Notes of the FLYING- SUB-COMMITTEE and the FINANCE SUB-COMMITTEE respectively. It is suggested that all members should take their copies of "The Elevator" to Mr. Cantrill and to Mr. Nelson and ask them to write their notes in the space below.

All AERO CLUB ALPHABET.

A is for Alan, a jolly good, fellow.
His pen is so caustic, his wit is so mellow.

B is for Bartran, who flies on the ground,
On arrivals and landings his judgment's resound.

C is for Cantrill, tall, handsome and dark,
Who caused much heart-"burning at Wythenshawe Park.

D is for Dobbie, a, jovial cuss,
But when twitted on Avians makes quite a fuss.

E is for [!]The Elevator, ruddy in hue.
Except for the matter, which sometimes is blue,,
(As a matter of fact, now, the cover is too.) Ed

F is the fireplace so rare and so old.
When visitors crowd round it members feel cold.

G is the glass which at evening is raised
For beer, glorious beer, may Allah be praised!

H is for Holland, who tends to our needs.
Our thirst she refreshes, our tummies she feeds.

I is the Instructor, so patient and kind,
He must think his pupils are deaf and half blind.

J is for Jo, will his ways never mend?
He sets out for Southport but lands at Southend.

K is the Kite which for aircraft is slang
Goes up with a rush and comes down with a bang.

L is for Leeming who's written a book
He's not half so simple as he likes to look.

M is for Hark, to the lakes he once flew,
hut came hack by train (that's between me and you).

N is for Nelson - looks after the cash
And pays the repair "bill when he has a crash.

O is for the Office where Atherton sits
And cudgels his "brain composing rude chits.

P is the pupil we put through his paces.
Some turn out duds, "but we have a few Aces.

Q is for QL which alas and alack
Came down with a drift and turned on her hack.

R stands for Ruddy who climbed to a height,
But alas! he obtained not his licence that night.

S is for Stern, who now rides a horse
The reason for this is his solo, of course,

T stands for Twemlow, unable to stay
For the Hot-Pot - his better half called him away.

U is for the Unicorn - Pub of renown
For J.C.C. stays there when not up in Town,

V is the veil we draw over the rough-
house in Blackpool when someone called Johnnie a 'Puff* .

W is for Williams who landed in trees
When he met the R-S-C. there was a breeze.

X is for Xanxippe, the name of a shrew_s
We haven't got many but can you guess who?

Y is for Youth_s which should not be misspent,
If you want your kite to continue un-bent.

Z is the finish, a most awkward letter
If this hadn't been written things might'
have been better,

Argus.

MEMBERS IN VERSE.

The Financier.

We call him the Financier because he is in charge
Of credit balances (tho* small) and overdrafts (tho' large).

'Tis he who signs the hopeful cheque, and checks the hopeful sign,

The miser and the spendthrift both he makes to toe the line.

Beyond his broad uprising brow recede his falling hairs Like those of other handsome men
like Mr. Owen Bares.

His eagle eye* looks sternly out beneath a bowler hat *(He's really two, but then you know it's always put like that).

And yet this stern unbending man, he has his hours of ease, For when the sun is in the sky and westerly the breeze

His eye will fall on old MQ, - and lighten as it falls And off will go his bowler hat and on his overalls.

Yes - pausing only half-an-hour to don his flying kit, He leaps from earth at several bounds and boldly 'does his bit'.

The rolls the loop, the spinning dive, the double-bunt and such

He does with all the ease that I should do a double-clutch.

And when he's finished every stunt that you would think he can

He starts again with several more unknown to mortal man!

E'en as his famous ancestor who 'fell upon the deck'

He sometimes also 'hits the deck' but never breaks his neck.

And this is fortunate, because I think you will agree That if we had no Mr. S' , we'd have no £. s. d!

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