

FROM THE BRITISH FLYING GROUNDS.

Royal Aero Club Eastchurch Flying Ground.

THE Naval wing of the Royal Flying Corps are doing a large amount of useful work, and during the past week have passed four pilots through their *brevet* tests satisfactorily. These being Lieut. Courtney on Tuesday, Lieut. Berne on Wednesday, Electrician Deakin and Boatswain Bobbett on Saturday.

As regards other flying, some exceedingly good work has been done by Lieuts. Seddon and Briggs in turns. Lieut. Seddon on Tuesday week took A. B. Minter as passenger on 38 to a height of 5,287 ft., on Thursday he flew for two hours, reaching over 7,000 ft., the limit of the aneroïd on machine, and on Saturday took passenger up 6,100 ft. Lieut. Briggs was out with passenger on Monday, on Tuesday he took 38 up to 5,100 ft., and finished with a spiral *vol plané* with engine off. Wednesday up for half hour with passenger, Thursday up for 2½ hours with passenger reaching 5,200 ft., and on Saturday he was up 20 mins. each with A. B. Stevens, Electrician Bradford and Mr. Florence as passengers respectively, afterwards taking Capt. Barnby, R. M. L. I., for 40 mins. and attaining height of 3,650 ft. A really creditable week's work for both officers and machines.

Lieut. Grey was also out several times on the Deperdussin monoplane.

On Thursday the new Naval Bristol biplane went through its height-climbing test and one hour's flight before being officially handed over to the Admiralty. On Sunday Mr. Alec Ogilvie was out on N. E. C.-engined Wright with Mr. Guy Fowler as passenger, he afterwards taking up several others. Mr. McClean on the 70 tractor was also taking passengers.

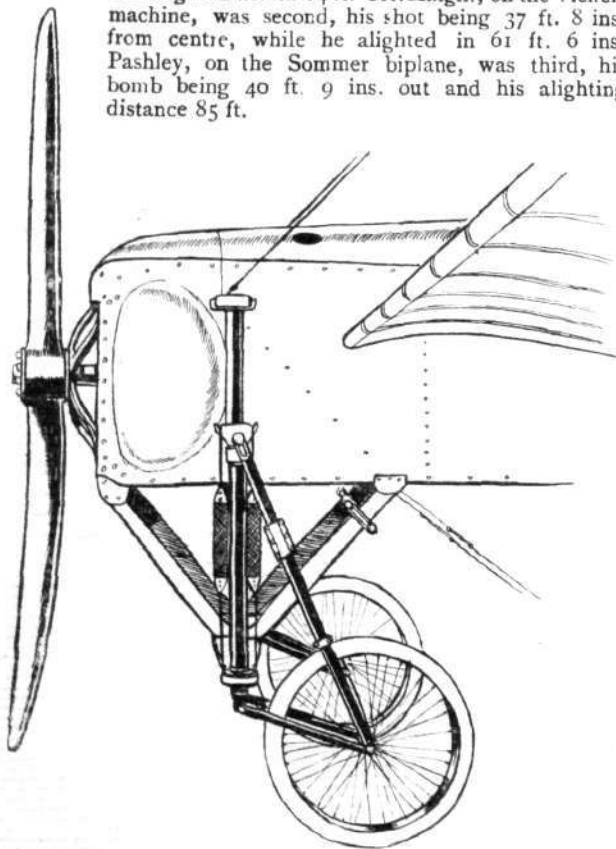
Brooklands Aerodrome.

MONDAY last week Mr. Sopwith was on the 70-h.p. tractor biplane with Mr. Merriam as passenger, reaching 1,500 ft. Afterwards Mr. Sopwith went to Farnborough with Mr. Charteris as passenger. Both the Flanders machine and Martin-Handasyde were also putting in work.

Tuesday was very foggy and no flying therefore, whilst Wednesday it was very windy.

Thursday all schools out doing good work. Petre the Painter on Martin-Handasyde mono., Sopwith on Howard-Wright, and on Thursday Petre was up over an hour on the Martin-Handasyde.

In the bomb-dropping competition on Saturday victory went to Mr. Sopwith who got his shot within 9 ft. of the centre of the target and alighted within 64 ft. Mr. Knight, on the Vickers machine, was second, his shot being 37 ft. 8 ins. from centre, while he alighted in 61 ft. 6 ins. Pashley, on the Sommer biplane, was third, his bomb being 40 ft. 9 ins. out and his alighting distance 85 ft.



The competition on Sunday afternoon was for altitude, and it was won by Raynham who took up the Flanders monoplane to 3,000 ft., Petre, on the Martin-Handasyde, was second with 2,900 ft., and Pashley, on the Sommer, third with 1,600 ft. Later in the day Raynham went up to 3,600 ft. On Tuesday Hawker was out for the first time on the A. B. C.-engined Burgess-Wright, and on Wednesday he made a test of 3 hrs. 31 mins. for the Michelin Cup No. 1. Charteris also made several flights of about 20 mins. each on the A. B. C.-Avro, and once caught the "back-wash" of the Burgess-Wright, which gave him a few anxious seconds.

Bristol School.—Tuesday morning last week, Merriam was up with Capt. Pigot as passenger, afterwards sitting behind same pupil for straights, Bendall meanwhile taking up Major Forman for tuition, Merriam also up teaching same pupil. Mr. Payze made two circuits and found the air very tricky. Merriam then tested air and found it bad, which put an end to the morning's work.

Merriam made solo Wednesday morning, and then up with Major Forman and a new pupil, Lieut. Boyle-Bendall. Capts. Styles and Boger got in two solos each; the latter unfortunately side-slipped into the river, smashing the machine, but without injury to pupil.

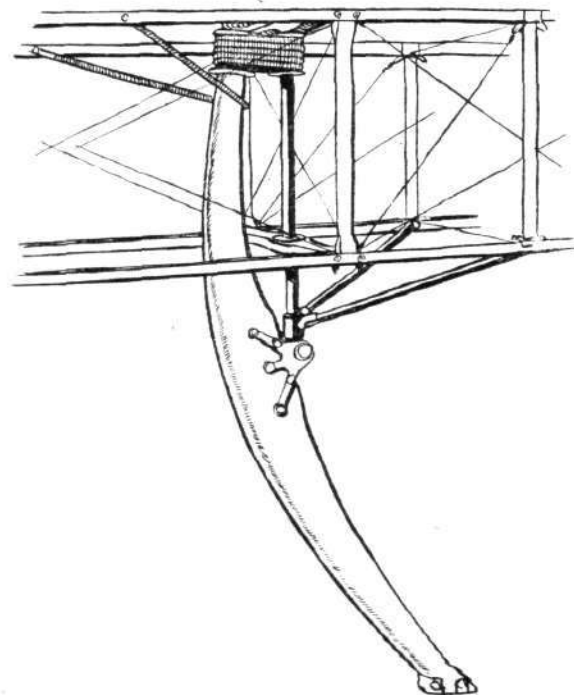
Thursday evening, Merriam trying conditions with Lieut. Boyle as passenger, but found it too bad for pupils. He was afterwards testing, taking up Lieut. Rodwell (prospective pupil). Bendall up with Major Forman and Lieut. Boyle, and Merriam with Lieut. MacLean (new pupil) for his first trip, and then up behind Capt. Pigot on straights. Capt. Styles and Mr. Darracq solos each.

Bendall doing solo Friday evening, then up with Major Forman and Lieut. MacLean. Merriam with Lieut. Boyle; Capt. Pigot hops alone; Capt. Styles and Mr. Darracq solos. Fog prevented further flying.

Saturday Bendall trying conditions, then up with Lieut. Boyle, Lieut. Read, Capt. Styles, Mr. Darracq, Payze. Lieut. Pretzman put in some circuits and Capt. Pigot straights.

Bendall trying conditions Sunday, but found it too bad for school work; up again later, but still too bad. Later on tried again, found it a little better, so sent Lieut. Read, Mr. Darracq, Capt. Styles, and Mr. Payze for straights. Next day Bendall tried conditions, which were not very good. Capts. Pigot and Boger, Lieut. Pretzman, Mr. Payze, and Darracq doing straights. Bendall up with Lieut. Rodwell and Major Forman.

Vickers School.—Mr. de la Ferte, Monday afternoon last week, on No. 2, was putting in a lot of good practice. Barnwell was on the Vickers-Farman for some time. Next day, in the morning, Capt. Stott was doing straights on No. 2 and improving rapidly, while Barnwell took up Mr. Corballis on the Farman for instruction. In the evening MacDonald was on No. 6 flying for some time with passengers, but found the weather too foggy to go far afield.



Landing chassis and tail skid of Mr. Huck's Blériot, with which he has been making the *Daily Mail* flights so successfully.

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