

Barnwell, in attempting to avoid some machines on the ground, ran into the fence, broke the propeller and one wing. It speaks well for the steel landing chassis that it stood up while the fence broke, thereby saving a nasty smash.

Barnwell, on Wednesday, with Mr. Corballis, was on the Farman in the morning fog, and again on Vickers No. 3 in the evening, but found it too windy for pupils. Thursday, Barnwell again with Mr. Corballis on the Farman while Mr. de la Ferte did solos on No. 3. Knight took out No. 5, which has been overhauled and fitted with a new English engine and Vickers-Levaiseur propeller, and flew for 20 mins. in good style.

Barnwell out during Friday evening on No. 6, but found it too foggy for extended flying. On Saturday morning he was up with Mr. Corballis and Mr. Soames (3rd Hussars), a new pupil, to whom he gave his *baptême de l'air*. Knight also on the Farman with other pupils, later putting in half an hour's practice on No. 5 over the surrounding country. Mr. de la Ferte practising good curves on No. 3 getting her up to 50 ft. or more in straights.

Knight out on No. 5 on Sunday morning, and in the afternoon the school was hard at work, Barnwell with Mr. Jenkins, Corballis and Soames on the Farman, Capt. Beatty and Barnwell on No. 6, and Knight and Capt. Wood on No. 5.

Capt. Wood testing early Monday, but there was too much wind for pupils.

### Esbourne Aerodrome.

TUESDAY, last week, an early start was made, Mr. Foggin getting away shortly after 6.30 a.m. on the 28-h.p. Anzani with the intention of having another try for his certificate. Misfortune, however, again overtook him. He flew one figure eight in perfect style, and was just commencing the second when the engine gave out, forcing him to come down. On examination, it was found that the aluminium bracket supporting the magneto had broken and allowed it to slip. Mr. Hammond was out on the Bristol giving instruction to the biplane pupils. Mr. Lerwill made two solos, flying very well and landing with excellent judgment. At midday Mr. Hammond and Lieut. Bone started off on the Bristol for Cooden Beach Golf Links, where they both had lunch, afterwards playing a round of golf. Mr. Hammond arrived back at the aerodrome about 4 p.m., finishing up with a very sensational corkscrew dive from 1,000 ft. Later on in the afternoon Mr. Hammond had the misfortune to



Dr. D. Edmund Stodart, jun., M.B., Ch.B., Senior Assistant to Dr. J. J. Pringle at the Middlesex Hospital. The first Australian doctor to fly, who, under the name of "D. Edmund," qualified for his *brevet* at the W. H. Ewen School, Hendon. He passed his tests brilliantly on the 35-h.p. Caudron biplane. Dr. Stodart has also proved himself a most capable flyer on the school monoplanes.

smash up on the Bristol. He was doing a *vol plané* over the gas-works, and, after coming down about 300 ft., found the wind was blowing him back out of the aerodrome, so he switched on again, but the engine refused, and he was obliged to land on very rough ground with somewhat disastrous results.

No flying Wednesday was possible owing to the wind being somewhat gusty, but next day Lieut. Bone and Messrs. Foggin and Gassler were down early and had the 28 out, but the engine again gave trouble, one of the main bearings running out shortly after it was started. After the accident the air in the immediate neighbourhood was somewhat sultry, and naturally all three of the above named gentlemen were rather disappointed at not being able to put in any practice. Mr. Fowler made several flights during the course of the afternoon on his Blériot, and Lieut. Minchin was out rolling on the 25 Anzani.

Friday Lieut. Minchin was again out in the evening on the 25 Anzani. He made a number of very good straights and gives promise of being an apt pupil. Mr. Fowler also had his Blériot out and gave several exhibition flights to the spectators.

Lieuts. Brown and Minchin were out early Saturday on the 25-h.p. Anzani. In spite of his long absence, Lieut. Brown made several very good straights, handling the machine extremely well. In the afternoon, the repairs to the Bristol being finished, Mr. Hammond took her out for trial flight, during which he gave the controls a good testing. He then took up in turn all the pupils for air instruction. On his last flight the engine gave out over Hampden Park, and he was obliged to come down. By the time the engine was put right it was too dark and foggy to fly, so the poor Bristol had to be left out all night in a thick fog.

The fog did not lift much before 9.30 a.m. Sunday, when Mr. Lerwill flew the Bristol home. He made an excellent flight in spite of a freshening breeze. Afterwards Mr. Fowler gave Lieut. Brown some instructions in straight flights on the same machine. About 4 p.m., Mr. Lerwill started for a solo on the biplane, the engine, however, commenced to miss almost immediately he left the ground, and, after flying with his tail down for some distance, he switched off, and pancaked badly. The strain was too much for the chassis, which collapsed, letting the machine down on to one of the bottom planes, and badly damaging it. Mr. Thompson joined the school on Saturday, and was given his first flight the same afternoon.

### Liverpool Aviation School, Waterloo (near Liverpool).

WEDNESDAY last week, Melly flew the "Y" Anzani to Southport and back, a distance of 35 miles, attaining a height of 1,000 ft. On his return Birch took the same machine up doing a series of flights mostly at 1,000 ft. On Friday Melly gave a series of exhibition flights and Birch followed suit, both rising well over 1,000 ft.

Birch, on Saturday, flew to Hightown and back, his first cross-country flight, but finding it very hazy in land, returned. He made another attempt later when the conditions were slightly improved, and flying inland 3 or 4 miles succeeded in landing at his own home at Sefton, and after having tea there returned to Waterloo. He afterwards gave an exhibition of flying at the aerodrome which lasted 25 mins., during which he executed some remarkable banking and spiral *vol planés*.

### London Aerodrome, Collindale Avenue, Hendon.

**Grahame-White School.**—School work on Monday last week started at 9.35 a.m., Messrs. Wilson and Small doing straights. Major Madocks and Mr. Howard-Wright doing circuits with Instructor Noel in rather a puffy wind. Later, Lieut. Small, Major Madocks and Mr. Clark rolling under Mr. Noel's supervision. In the afternoon, when the wind had somewhat abated, Mr. Wilson got in some fine circuits, also did figures of eight under Mr. Lewis Turner; later Messrs. Fuller and Hoelscher did some good flying and started their *brevet* tests.

Tuesday was a very foggy morning; school started 8.30 with Mr. Howard-Wright flying circuits under Instructor Noel. 9.45, still rather misty and windy, but Mr. Wilson doing circuits with Mr. Noel, and later starting *brevet* tests, attaining an altitude of over 200 ft.

7.5 a.m., Wednesday. Lieut. Birch rolling. Messrs. Clark and Howard-Wright doing straights with Instructor Noel. In the afternoon, Lieut. Small straights with Mr. Lewis Turner.

Rather windy Thursday, but good work doing. School out at 6.30. Mr. Howard-Wright doing straights, Lieuts. Birch and Major Madocks rolling, and Mr. Clark, Lieut. Small, Capt. Halahan and Major Madocks doing circuits with Instructor Noel. In the afternoon, Capt. Halahan flying with Mr. Lewis Turner.

On Sunday there was some remarkable exhibition flying by Mr. Grahame-White, carrying two passengers as well as himself on the 70-h.p. Farman. Mr. Noel, on the 80-h.p. was also flying with three up. Lieut. Parke, R.N., who had arrived the previous day on the Handley Page monoplane from Brooklands, but did not fly in the competitions owing to his being on the active list,