

**FROM THE BRITISH FLYING GROUNDS.**

**Brooklands Aerodrome.**

ON December 21st., Mr. Merriam went up on the Bristol biplane in the afternoon, and on coming down reported that the conditions were not suitable for holding the altitude competition, which was consequently abandoned. In the morning, before breakfast, the weather conditions were ideal for flying, and Lieut. Empson and Lieut. Ewing, R.N., both qualified for their *brevets* in good style on Bristol biplanes.

Next day there was a fair attendance of spectators for the Quick Starting and Alighting Competition. Each pilot was allowed the services of an assistant to give the propeller a turn, and the time was taken from the moment of the machine leaving the ground, and one lap was flown round a pylon, the competitors then landing as near the mark as possible. The result was another fine performance by Mr. Merriam, on a Bristol biplane, who took 11½ secs. to rise from the ground, landing dead on the mark. A good performance was accomplished by Mr. Pashley, on a Sommer biplane, who took 15 secs. to rise, and landed within 29 ft. of the mark. Mr. Bendall, on a Bristol biplane, was third, and Mr. Alcock, on a Ducrocq-Farman biplane, fourth.

Mr. Flanders and Mr. Raynham were out testing the new Flanders biplane, which promises to be a very speedy machine when fully tuned up.

Friday, last week, Mr. Humphrey was out on a Percival-Caudron biplane. No flying next day owing to rough weather conditions. Sunday, Mr. Raynham was out testing the new Flanders biplane. In the afternoon a few spectators put in an appearance, but no competition was held, the weather conditions being unsuitable, and most of the pilots being away on holidays.

In view of the big programme on Sunday, January 5th, no definite competitions have been fixed for January 4th, but if the weather is suitable, the aviators and pupils will be out practising as usual. On Sunday next the entries for the special competition are:—Mr. Merriam and Mr. Bendall (Bristol), Mr. Barnwell (Vickers), Mr. Knight (Vickers-Farman), Mr. Spencer (Spencer), Mr. Pashley (Sommer), Mr. Alcock (Ducrocq-Farman), Mr. Percival (Caudron), Mr. Sopwith and Mr. Hawker (Sopwith). Should the weather be at all decent, a very interesting afternoon should be spent by all those visiting the Weybridge track.

**Bristol School.**—Jullerot out for couple of tests on Monday last week, but weather too bad for school work. On Tuesday, Jullerot

was up for a trial but decided not to attempt further trips owing to the strong wind.

Although Jullerot ascended on Friday for a couple of tests nothing more was possible owing to the extremely unfavourable conditions.

On Sunday, Harrison was out quite early flying a couple of circuits, then giving numerous trips to Lieuts. Bowhill and Vernon. Wind increased and prevented continuation of the school work.

**Ducrocq School.**—On December 21st Jack Alcock out in the morning with Mac Andrew as passenger, circling Byfleet, Weybridge and Walton; also, making banked turns and figures of eight over Brooklands with passengers. Mac Andrew got in some figures of eight in the morning, landing on the mark in fine style. In the afternoon, Jack Alcock flying in strong wind solo, and with new pupil as passenger. Next day was windy, but Jack Alcock was out for usual cross-country flight in morning, and again in afternoon over aerodrome. Stoppage of petrol pipe prevented him finishing in the competition.

No flying on Monday, Tuesday, Wednesday and Thursday, on account of wind and rain. Maurice Ducrocq out on Friday, last week, at 1.30, in very gusty wind. Tested new altimeter, several circuits, but rain and higher wind soon prevented flying.

No more work could be done on Saturday, Sunday, Monday and Tuesday, on account of the wind.

**Howard-Flanders School.**—On December 22nd the biplane, which was unfortunately withdrawn from Military Trials in August, out for first time, now fitted with 45-h.p. A.B.C. engine. Raynham took machine for straights. She got off easily and showed quite satisfactory lift. Then took Mr. Flanders for passenger flight, in which she showed equally well. Afterwards a few straights solo. On the next day, Monday, at Farnborough, Raynham put monoplane F 4 No. 3 through rolling and climbing test. Machine inspected by the authorities of the R.A.F.

Raynham out on biplane at daybreak, Tuesday. After a few straights and solo circuits, he took Mr. Dukinfield-Jones up, and afterwards in addition, in order to test lift, took Mr. Layzell-Apps. The machine lifted with 3 up quite easily and reached height of about 60 ft. in the straight, (with 45-h.p. on machine designed for 100-h.p.). Later Raynham circuits solo.

Raynham solo on biplane early Sunday. Wind rather high, so only did straights. Out again about noon doing straights. After half a dozen straights, had to make forced landing owing to magneto cutting out when he was low down over river. Tried to land between river and finishing straight, but could not get round in time. Right wing and wheel caught on iron fence, and machine turned a somersault. Raynham, wearing helmet and belt, was unscratched, whilst only slight damage to machine resulted, including broken propeller and planes.

**Eastbourne Aerodrome.**

DURING the past few weeks the weather has been the chief topic of conversation amongst the flying fraternity at the aerodrome, many very uncomplimentary remarks have been made about it and a great deal of bad language used, but without the slightest effect. On several occasions considerable anxiety was felt for the safety of the hangars, the force of the wind being so terrific; however, they still stand, so all is well.

Friday, Saturday and Sunday before Christmas were the only really fine days experienced for three weeks, and Lieut. Laniger, an old pupil who has been away for some time, was the only one who got in any practice. During the three days he made splendid progress, and by Sunday was quite ready to go for his ticket; unfortunately the weather was not good enough in the afternoon. Messrs. Roberts, Cookson, Thompson, Thornely and Lieuts. Brown and Minchin have all been away on their holidays, so Mr. Hammond has had very little tuition work, he has, however, done a good bit of passenger carrying and made one particularly good flight on Monday last in quite a strong breeze. Passing right along the front, over the sea, he made several circles round the pier head and then returned to the aerodrome. The new monoplane which the Company are building and which has been designed by Mr. Emile Gassler, is nearing completion, and the machine should be ready for a trial in about a fortnight's time. The War Office have rented one of the Company's hangars and it is hoped that some of the officers of the Royal Flying Corps will shortly pay a visit to the aerodrome.

**London Aerodrome, Collindale Avenue, Hendon.**

**Aircraft Co. School.**—Verrier started off for Eastchurch on a Maurice Farman at 11 a.m. on December 20th, carrying a passenger, but owing to the mist and smoke had to return to the aerodrome. Later he got away again, but experienced the same difficulty.

On Saturday, Verrier was carrying passengers and flying in his usual brilliant style, and on Sunday he was out testing a new



Mr. W. Featherstone, who took his Royal Aero Club *brevet* in excellent style at Brooklands at the Bristol School during the week preceding Christmas.