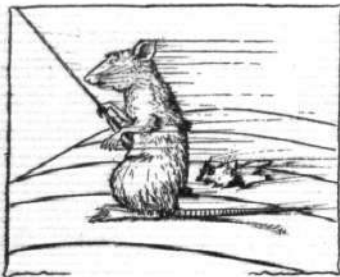


to turn this machine off its course on the ground, especially as the speed decreases, and the rudder has little or no effect. The machine slews round and heels over till one wing-tip touches the ground, generally without damage, so far, but instantly the machine cart-wheels and gently stands on her nose, and a front skid or skids would, I think, save the situation.

I really cannot quite believe that story about the mice in the aeroplane, even though it comes from the *Daily Mail*. You know it, of course? An Army biplane, after being flown from Aldershot to Montrose, was being overhauled when a nest of mice, including Mrs. Mouse, was found in a corner of one of the wings. I believe, even in our small way, it costs quite a lot of money to provide for the overhauling and upkeep of the few machines we possess, and surely if a mouse not only made a hole in the fabric of a wing, but also set up a nest there, it would have been seen—we are not really so bad as all that! Anyway, what a good job it was that Mrs. Mouse was at home when the journey started, because it was only through



her being seen that the nest was found, and the young mice might have eaten up the whole machine, and even swallowed the story.

Visiting Hendon on Saturday with the object of watching Chanteloup perform his aerial evolutions, I was delighted to run across Sidney Pickles, looking remarkably well considering what he has gone through. Unfortunately the plaster splint cannot be removed from his leg just yet, so he still has to content himself with watching the flying instead of taking an active part, but his interest in the art he has chosen to take up is as keen as ever, and he had travelled up from Brighton to see one of his favourite machines put through her paces.

I found him very cheery and brisk, and in the course of a long chat, he told me that he thought it a mistake for pilots to fly any machine that happens along, and that they should stick to one, or at most two, and that he would never have had his accident on the Champel had he known just a little more about it. Machines, he says, apparently seem exactly alike to control, till the moment when you expect a quick or a slow response and then comes the slight difference factor that upsets all calculations. His return to Brighton should help materially towards his complete recovery, and I hope soon to see him back with us in his old rôle.

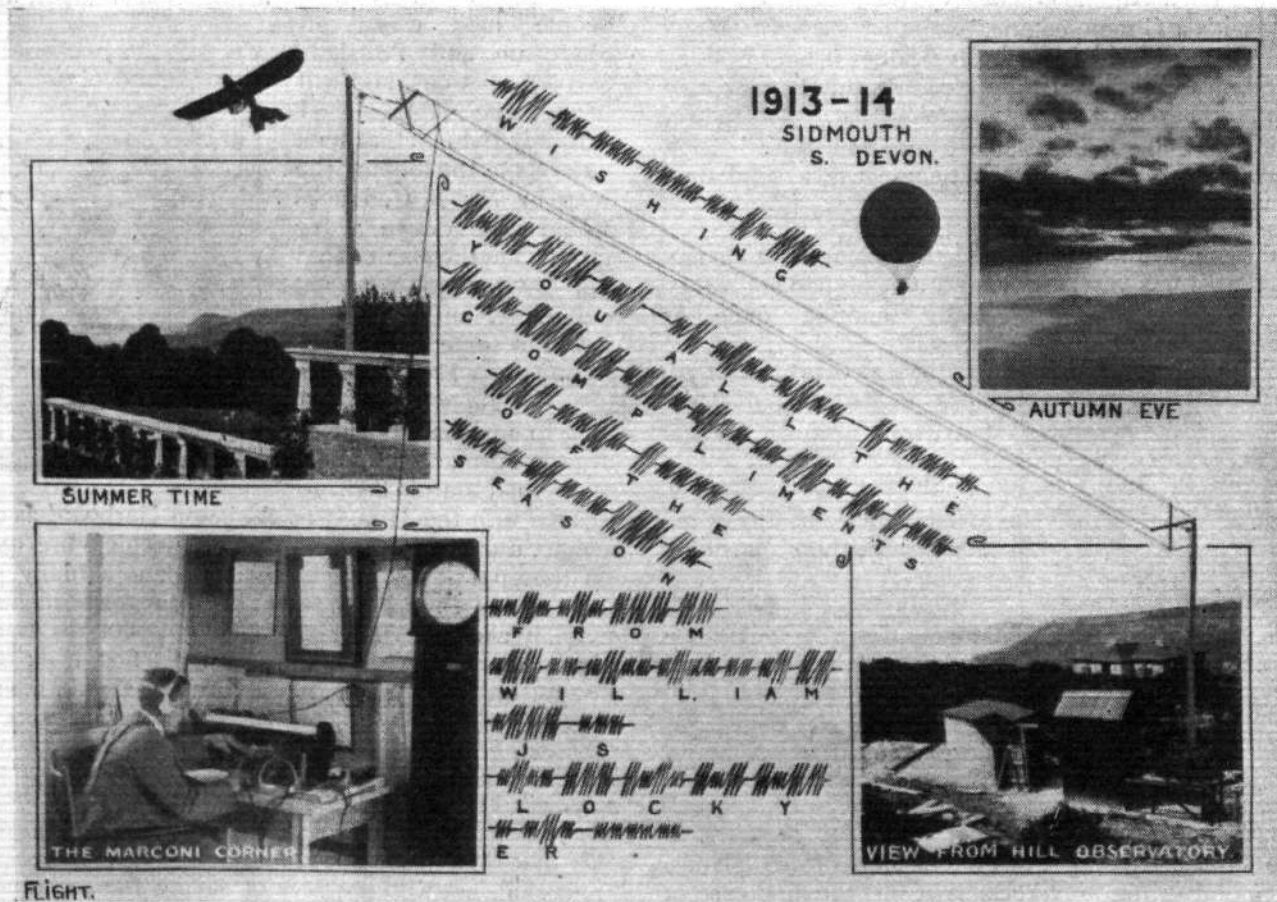
“WILL O’ THE WISP.”

The “Hansa” to be Overhauled.

AFTER being in use for over seventeen months the Zeppelin liner “Hansa” has taken up her winter quarters at Potsdam, where she is to be given a thorough overhaul. The airship station at Potsdam has been closed to the public for the winter months.

A Zeppelin Museum.

THE municipal authorities of Friedrichshafen have proposed to start a Zeppelin museum on the occasion of the 75th birthday of Count Zeppelin, and Count Zeppelin has promised to do what he can to assist them in getting together an interesting collection.



As usual, Dr. Wm. J. S. Lockyer sends us an unique reminder of the season, this time his greetings taking the above interesting form of a Marconigram. Dr. Lockyer has considerably translated, for the uninitiated, the hieroglyphic message.