

Afternoon, Merriam testing, taking Col. Driscoll as passenger for a short trip, and found too bumpy for school work, later tried the air again but found still bad.

Merriam testing on Monday morning last week, afterwards up behind Lieuts. Sanders, Watkins, and Bromet, giving them long turns. In the afternoon Merriam giving an exhibition flight, later up with Lieuts. Sanders and Bromet, and Lieut. Halford a solo. Lieut. Robertson doing a fine solo and landing near a mark. Merriam finished with a solo to sheds.

Merriam up first on Tuesday, afterwards up behind Lieuts. Bromet and Sanders on figures of eight, and giving them plenty of landing practice.

After breakfast Merriam behind Lieut. Sanders on figures of eight, and afterwards making several landings. Lieut. Bromet then took his other half of ticket very well indeed. Merriam afterwards up again behind Lieut. Sanders on figures of eight and landings, this pupil having control throughout. Lieut. Robertson up three times on figures of eight.

Merriam up again behind Lieut. Sanders on figures of eight, pupil having full control, and is quite ready to take his *brevet* whenever he wishes.

In the afternoon, Merriam testing first, afterwards Lieut. Robertson practising landings near a mark. Afterwards he took his *brevet* in a most excellent style, landing each test right on the mark from 450 ft. with engine absolutely cut off. Merriam finished up by taking Lieut. Sanders for a high flight.

Ducrocq School.—Tuesday, last week, Jack Alcock passenger carrying for one hour on the Maurice Farman, fitted with 100 h.p. Sunbeam engine.

Wednesday, again passenger carrying in gusty wind, and on Sunday, besides passenger carrying, giving exhibition flying during afternoon.

Eastbourne Aerodrome.

ON Saturday, December 20th, school work commenced early in the morning, Gassler starting out at 8 a.m. for a test flight on the Bristol. Mr. Thornely followed on the E.A.C. 'bus, and did a cross-country stunt; returning, he took up a mechanic, and flew for ten minutes with him. Mr. Hunt then did three circuits, solo, followed by Fowler, with Mrs. Salmon in the pilot's seat. Mr. Thornely was away again shortly afterwards across country. Later in the morning Fowler flew the Bristol to Pevensey, Mr. Thornely

motoring there. They changed over there, and Mr. Thornely flew back, whilst Mr. Fowler returned by car.

Monday morning Gassler was out first on the E.A.C. 'bus. He then took up Mr. Gwynne behind again, with Mrs. Salmon in the pilot's seat, and lastly with Mr. Gwynne at the control. Mr. Hunt then did a solo, making several figures of 8 steadily and well. Fowler went up with Mrs. Salmon in the pilot's seat, and Mr. Thornely took a stunt across the marshes on the Bristol. Mr. Hunt then flew the necessary tests for his *brevet*, which he accomplished in good style and time. In the afternoon Gassler had Mr. Gwynne up in front for several circuits. Mr. Gwynne will now soon be in the solo stage. Mr. Hunt went out again on the Bristol, flying well. Mr. Thornely took the 80 h.p. H. Farman out and made two very good flights at about 1,000 ft.

Tuesday, Gassler started with the E.A.C. machine, followed by Mr. Thornely on the 80 h.p. Farman. Mr. Hunt then went up on the Bristol, and again Mr. Thornely followed on the Henry Farman: rapidly overhauling Mr. Hunt on the school 'bus and climbing to 2,000 ft. in a very short time, he then made an almost perpendicular dive, and flattening out with good judgment, brought the machine up close to the sheds. Wednesday morning, Mr. Thornely out on the 80 h.p. Farman in a strong wind, handling the machine well. In the afternoon, Mr. Thornely again on the H. Farman, and Mr. Hunt on the Bristol, doing some fine banking. Fowler then went out on the Bristol and Gassler had a stunt on the E.A.C. 'bus.

The school was closed from Wednesday evening until Monday morning for the Christmas holidays.

On Monday morning Gassler was first away on the E.A.C., followed by Mr. Thornely on the 80 Farman. Mr. Hunt then got away on the Bristol, but owing to the wind increasing to a gale no more school work was done.

London Aerodrome, Collindale Avenue, Hendon.

Grahame-White School.—Monday last week, Messrs. Fenwick, Cowley, Clarke, Bjorkland, Norris, straights with Instructor Strange, afterwards Messrs. Norris and Clarke solo straights. Messrs. Cripps and Webb solo circuits and figures of 8.

W. H. Ewen School.—On Monday, last week, school was out at 7.40 a.m. under the instruction of M. Baumann and Mr. F. W. Goodden. After test flight by M. Baumann on *brevet* machine, Mr. Badgery did circuits, right-hand turns, and landing practice, Mr. MacGregor half circuits, and Mr. Murray straight flights. Mr.



FLIGHT

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Chanteloup, the first aviator to loop the loop on a biplane in England, just about to mount his Caudron machine at Hendon on Friday last week.