

F. W. Goodden made a test flight on the 35 h.p. Caudron No. 1, after which Mr. Cooper did half-circuits, Mr. Bankes-Price straights, and Messrs. Freshney and Busk were rolling.

During the afternoon Mr. Badgery was out on *brevet* machine, doing figures of eight. He then went through his *brevet* tests in excellent style, making neat figures of eight, landing well, and rising to 300 ft.



## CHRISTMAS FLYING AT HENDON.

REFERRING back to our report of the Christmas flying at Hendon a year ago (1912), we commented on the fact that in spite of a 40 m.p.h. wind, two aviators, Marcel Desoutter and Louis Noel made wonderful flights. They were wonderful flights *then*, but such is the progress of aviation now, that although during the Christmas holidays just passed the weather conditions were somewhat worse than on the previous Christmas, looping the loop and marvellous trick flying was the order of the day. B. C. Hucks induced us to look upon looping the loop and upside-down flying as quite commonplace, but the demonstrations given on Christmas Day, Boxing Day, and Saturday last by M. Chanteloup on his 60 h.p. Caudron biplane, make folk wonder what is to come next. Apparently it is all one to M. Chanteloup which way his machine flies out of the ordinary—upside-down, upwards, downwards, sideways, or tail first, in fact he seems to be able to tumble about anyhow, and to do just what he likes with it. There are three outstanding features about his demonstrations, viz., his machine is an absolutely standard Caudron biplane, a military single-seater with a 60 h.p. Rhone engine; he does not wear any straps other than an ordinary safety belt, and he makes a backward loop without any preliminary dive.

On Christmas Day, early in the afternoon, he gave his first demonstration under by no means favourable conditions, for not only was the wind blowing at between 30 and 40 m.p.h., but his engine was not running satisfactorily. He ascended to a height of 1,500 ft., at which height he made his first loop, and then proceeded to make a second, but as he was climbing, the engine stopped. The machine remained in this position, nose upwards, for an appreciable time and then dived, tail first, some three or four hundred feet. He came out of this terrible position by means of a cart-wheel turn and glided safely to the aerodrome. The necessary adjustments having been made to the engine, Chanteloup ascended for the second time and

### Shoreham Aerodrome.

Wind prevailed during greater part of last week, but on Sunday and Monday the weather showed slight improvement, and all pupils came out under the instruction of Mr. Elliott. Lieut. Lucas flies exceptionally well. On Sunday he had one of the Avros up and gave an excellent performance. Purnell and Thompson have been doing good straights, and Cannon can now handle a 'bus in a good wind.



A plan view, from beneath, of the Handley Page biplane with the tail planes removed.



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Chanteloup descending on his Caudron biplane after carrying out his extraordinary loopings at Hendon on Friday.