

there being six competitors, who finished in the following order:—T. W. Bennett, 31 secs.; F. Lowe, 28 secs.; E. Kilshaw, G. Kilshaw, B. Tear, J. Kilshaw. The timekeeper was Mr. W. Beale. On the whole durations were most disappointing, the best flying taking place after the competition itself, the winner nearly doubling his times afterwards, his machine being his favourite arrow-type, and a fine stable flyer. At the general meeting, at Eaton Street, on the 30th, it was decided to make all members who enlist honorary members for the duration of the war. New club badges are being placed in hand, the design being in the form of outspread wings in gilt on a blue centre, with a white outer ring bearing the club name. These are to be supplied to founder members at 2s. and to all other members at 2s. 6d. Aero Research "Trophy" Competition, Fourth quarter, Feb. to April. 1. This event is open to members of the Liverpool Aero Research Club only. 2. And is for rise-off-ground models of the single-screw tractor type. 3. The fuselage must be of a minimum length of 34 ins. and a maximum length of 36 ins. of any design. 4. The motive power may be anything the competitor may select. 5. Who may repair or add to as often as it is necessary. 6. The complete model must be made by the entrant, with the exception of propellers, wheels, and motive power, and competitors must be ready if called on to show receipts for materials bought and used in its construction. 7. The weight must be at least 8 ozs. 8. The flights will be timed beginning 2.30 prompt at Clubmoor on Feb. 6th or 13th, 1915. 9. The highest total seconds duration of 3 flights shall be the winner. 10. Competitors must not assist models to rise by pushing, &c., under penalty of being disqualified. 11. Artificial rising surface will be provided. 12. The Judge's decision is final. 13. Entries will be received up to Jan. 23rd, 1915.

Scottish Ae.S. Model Ae.C. (5, DOUNE QUADRANT, GLASGOW).
 JAN. 9TH and 23rd, Paisley racecourse, all types.

Monthly Report.—At Paisley racecourse, on Dec. 19th, Messrs. Pinney, Ross, and Balden testing single-screw tractors, in rather foggy weather with a temperature considerably below 32°. In the course of a week or so two compressed-air models will make their appearance, one a tractor the other of the "pusher" type. Any member who knows of a suitable flying ground nearer the city than Paisley might communicate with the secretary. Members are reminded of the waterplane competition on Saturday, March 6th, for medal kindly presented by Col. John A. Sillars.

Twickenham and District (74, CLIFDEN ROAD, TWICKENHAM).

JAN. 1ST, meeting at 8 p.m. at the above address. Jan. 2nd and 3rd, meeting at the Molesey Rugby Football Ground from 2 p.m. and to 10 a.m. respectively.

Monthly Report.—This month has witnessed some splendid flying, the large number of different types being specially noticeable. In the earlier part of the month Mr. Maughan-Ferry had out his compressed-air machine, the wind on that particular day being rather gusty it was a debatable question as to whether the machine should be tried. It was decided to test it, however, the engine was giving about 25-oz. thrust, and combined with a touch of over elevation continued to put the 'bus through some very credible climbing tests. The duration was not great owing to the wind beating her down, and in landing sustained injuries more or less great. Besides the above machine Mr. Maughan-Ferry has had out two waterplanes, one being of the A-frame type formed of two hollow spars, the floats being covered with "Cellon" sheet, the other being a hollow spar T-frame with Maurice Farman-type floats; both machines being very successful, although their flights were limited owing to numerous trees encircling the lake. Mr. Franklyn had out a 4-ft. hollow-spar single-screw machine, but it is, however, only in the tuning-up stage, this length single-screw machine being rather unwieldy. Messrs. Rice-Skinner and Franklyn have had out a waterplane, but at the time of its completion the lake was ice-covered, but flights up to 35 secs. were accomplished, the 'bus rising off the ice in a remarkably short run. Mr. Ord has had out a single-screw r.o.g. machine, but it was unfortunately broken in its trials; he is now bringing out a 4-ft. single-screw machine with which he hopes to break the particular record. Mr. Clayton has been building yet another 4-ft. machine, so that soon a special competition can be organised for this type of machine. Messrs. Clayton and Ord have had out their weight-lifter, obtaining 25 secs. duration, but that of Messrs. Franklyn and Rice-Skinner still remains clinging to the roof of their workshop waiting for better weather. Trying a 4-ft. 'bus on Sunday morning last, the secretary had the misfortune to lose his machine, it having flown into some market gardens, and was confiscated by an irritable labourer. The club as a whole is progressing vastly, but there is evidence of slacking—if one is permitted to use this much hackneyed word in these columns—among the junior members, and the opportunity is taken here to make an appeal to these members and ask them to start the new year well.

Australia Presents an Aeroplane.

AT Farnborough on the 23rd ult., Lord Desborough, of the Imperial Air Fleet Committee, handed over to the War Office a B.E.2 C aeroplane which has been placed at the disposal of the War Office by the Australian Commonwealth, to whom it was presented by Mr. William E. Cain, of Liverpool. The machine is to be held in trust for the use of the Royal Flying Corps, and it is to be forwarded to the front immediately. Among those present at the ceremony were Mr. Mervyn O'Gorman, Superintendent of the Royal Aircraft Factory, and Capt. T. O. Lyons, who is attached to the Department of Military Aeronautics at the War Office. Previous to the formal presentation, the aeroplane was christened "Liverpool," by Lady Reid, a small bottle of champagne being broken on the propeller. Unfortunately, Sir George Reid, the High Commissioner for Australia, was unable to be present, as he is away in Egypt.

Subsequently, Lord Desborough and Capt. T. O. Lyons, R.F.C., were taken for short trips in the machine.

Fatal Accident at Hendon.

It is with great regret that we have to record the death of Flight Sub-Lieut. Bernard O. Ffield, of the Royal Naval Air Service, as the result of an accident at Hendon on December 24th.

At the inquest, which was held on Monday, Flight Lieut. Eric Bauman said that Sub-Lieut. Ffield had qualified for his pilot's certificate about a fortnight previously, and had flown alone on several occasions.

Flight Sub-Lieut. Francis Strong, who witnessed the accident, said the deceased went up in the biplane about 9.15 on Thursday morning, circled the aerodrome, and then climbed up to a height of 2,000 ft. Coming back, he appeared not to have left himself sufficient room to fly to the ground before reaching the shed. In order to get down quickly he dived steeply, was unable to recover, and the machine struck the ground with considerable force.

Flight-Lieut. Hodsoll, who also witnessed the accident, agreed that it was due to an error of judgment. He had made a flight in the same machine an hour before, being in the air for sixteen minutes, and had found everything in perfect working order.

After medical evidence had been given that death was due to concussion of the brain and a fracture of the spinal column, the jury returned a verdict of "accidental death."

The funeral took place with full naval honours on Tuesday, the first portion of the service being held in the Catholic Church, Hendon, and the body being taken on a gun carriage, drawn by petty officers from Sheerness, to Hendon Park Cemetery. The chief mourners were Lieut. Ffield's father and mother, and there were also present Capt. Murray Sueter, Director of the Air Department, Admiralty, Flight Commander Porte, and officers from the aerodrome. The firing party was provided by the Royal Marines.



CORRESPONDENCE.

Two-Tailed Aeroplanes.

[1894] In the current issue of FLIGHT (December 18th) you illustrate and describe an aeroplane suggesting* the two-tailed, twin-elevator aeroplane which is protected by my patents (particularly by No. 3848/13), and which has also been illustrated and described in some of its best forms, as mine, in my book, "Aeroplanes in Gusts, Soaring Flight, and Stability" and "How to Understand Aeroplanes," other books by other authors, and in periodicals.

I feel sure you will appreciate the justice of my asking you to give this letter the same publicity as the article.

S. L. WALKDEN.

43, Collingwood Avenue, Muswell Hill, N.

December 23rd, 1914.

* [We suggested nothing in this connection. We merely described an aeroplane which was worked out in America by Edwin R. Carey in April, 1910—and said so.—ED.]



PUBLICATIONS RECEIVED.

"Aluminium: Facts and Figures." The British Aluminium Co., Ltd., 109, Queen Victoria Street, E.C. Price 3s. 6d.

Rendiconti delle Esperienze e Degli Studi. Vol. III, Parts 3 and 4. Rome: Tipografia della R. Accademia dei Lincei. Price 5 lire.



Aeronautical Patents Published.

Applied for in 1913.

Published December 31st, 1914.
 28,731. J. S. FAIRFAX. Flying machines.

Applied for in 1914.

Published December 31st, 1914.
 5,132. E. SCHWYZER. Prevention of fire in case of accidents to aeroplanes, airships, &c.
 13,234. R. MERKL AND G. SCHNURR. Dirigible balloons.
 13,457. L. E. TICHENOR AND TICHENOR SPRING WHEEL CO. Spring wheels.

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