

AVIATION NEWS OF THE WEEK.

Lord Roberts on Aviation in War.

PRESIDING at a meeting held at the Royal United Service Institution on Wednesday last, when Major Baden Powell read a paper on "How Airships are Likely to Affect War," Lord Roberts gave very forcible utterance to some opinions which, coming from so high a military authority, will carry a good deal of weight with thinking people. He said that:—

"He believed the aerial machine had come to stay and that great improvements would be effected, and the developments would astonish those who came after us as much as the present dirigibles and aeroplanes had astonished us. Hitherto Britishers had not done much, but rather were waiting to benefit from the experience of other nations. What they had to do now was to set to work themselves. Airships would probably be of the greatest value in the next war, and as they did not know when that war would come they should not remain in the background, but have their own machines and their own men ready to adapt themselves to the machines. We were so apathetic about everything. The 'valour of ignorance' pervaded the whole country. People were brave and confident because they did not know what was going on. They would not be so valorous if they knew what was in store for them. They did not believe in anything happening, but were content to remain in ignorance."

Activity at Eastchurch and Rye.

AT the end of last week both the Hon. C. S. Rolls and Mr. Frank McClean made good flights on their Short-Wright biplanes at Eastchurch, the Aero Club's auxiliary flying ground in the Isle of Sheppey, and on Thursday the Hon. C. S. Rolls made one trip of a duration of twenty minutes. At Rye, Mr. Ogilvie is also meeting with continued success, and on the 2nd inst. he made a long trial, flying across the mouth of the harbour and out to sea, remaining aloft for sixteen minutes.

Developments at Eastchurch.

THE new auxiliary flying ground of the Aero Club at Eastchurch, about five miles from Shellbeach, is rapidly being developed. Among those who are having sheds erected there are Professor Huntington, Messrs. F. McClean, Percy Grace, Maurice Egerton, and Mr. Moore-Brabazon. Several of these buildings have now been completed, and the work on the others is proceeding apace. The erection of the whole of these

buildings has been undertaken by Mr. W. Harbrow, the contractor to the Aero Club, who also built "The Street" at Shellbeach.

Progress by A. V. Roe.

A CORRESPONDENT writes: "A. V. Roe had his new 20-h.p. triplane out this afternoon at Wembley Park, and made a number of good steady flights the length of the ground, which is about half a mile long. He flew from one end to the other, rising and falling at will, at times maintaining an altitude of from 20 to 30 feet.

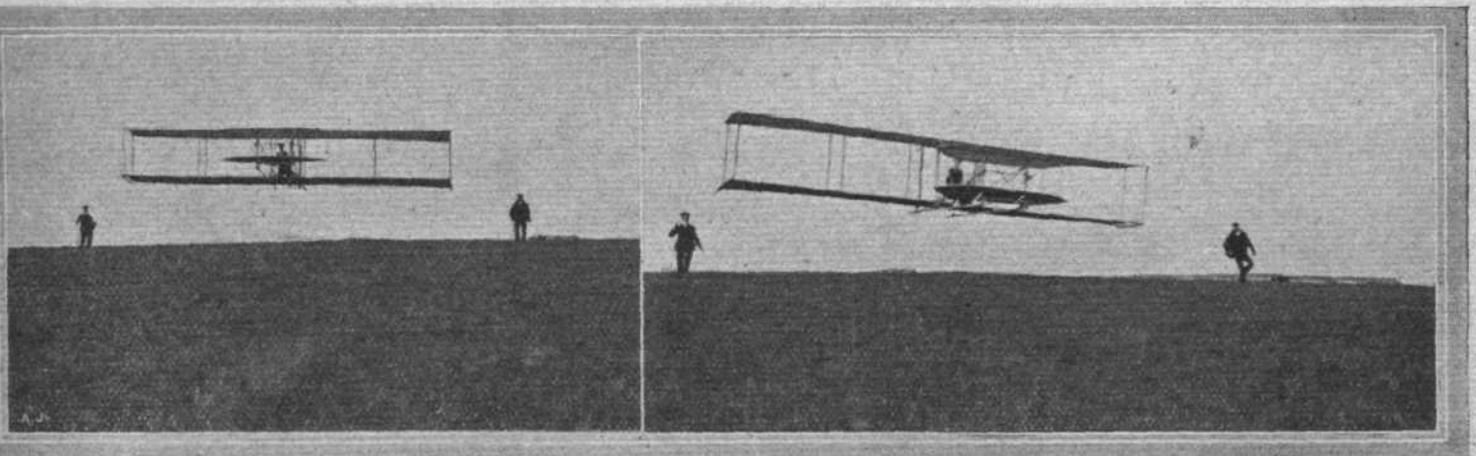
"Unfortunately, the circular course has not yet been cleared, so it was not safe to venture round. His control, which is of a novel type, *i.e.*, twisting and tilting the main planes, worked very well, for he had to dodge various obstacles. It is a pity he did not accomplish this, and previous flights, when at Blackpool, since these would have gained for him both the 'All-British' and 'British Aviator' prizes, amounting to £400."

Fatal Accident to M. Fernandez.

YET another has been added to the list of names of those who have met their death while experimenting in the cause of flight. On Monday M. Fernandez, who was present both at Rheims and Blackpool, but did not fly, was flying at Nice when, from some unexplained cause, his machine suddenly stopped and dropped to earth from a considerable height, the aviator being thrown from his seat and killed almost instantly. The biplane was of M. Fernandez's own design and construction, and built somewhat on the lines of the Curtiss machine. It was exhibited at the last Paris Show, and in that connection was illustrated and described on page 689 of our issue of October 30th last.

Mr. Mortimer Singer at Rheims.

HAVING obtained delivery of his new Voisin machine, Mr. Mortimer Singer is now practising with it at Rheims. As soon as he is sufficiently familiar with the handling of the biplane he intends to have it taken to the Croix d'Hins aerodrome, near Bordeaux, where he will continue his trials.



Preliminary to his recent successful flights on his Short-Wright flyer, the Hon. C. S. Rolls obtained considerable proficiency in soaring with a man-carrying glider, also built by Messrs. Short Bros., by special permission of the Wright Bros., early last year. This was the first made with proper seat for the operator to sit in an upright position, and levers working like the full-size power machines, in fact a miniature reproduction minus the power plant. Mr. Rolls has sent us a couple of unpublished "snaps" of his glider practice which helped him so much in manipulating the full-sized machine.