

Farman, who was carrying a lady passenger, and Mr. Ducrocq on his Henry Farman racer and Mr. Roe on his Avroplane. Mr. Ducrocq was out this time for a new British record for passenger carrying, and, under observation by the Royal Aero Club, he succeeded in establishing one for a distance of 48½ miles in 1 hr. 11 mins.

The rhomboidal aeroplane, which has been described in a previous issue, has reached the stage of engine-testing, so should soon be seen on the ground. As this machine is being kept very secret, its advent to the "critical light of day" is awaited with interest by the tenants here.

Mr. Hammond's "mono-bi-triplane" has at length also reached the engine-testing stage. This machine is certainly a marvel of light construction, so light indeed that it looks at first sight quite inadequate to support the weight of engine and aviator, to say nothing of landing in the ever popular sewage farm. We hope he will surprise the tenants, who appear in the meantime to be somewhat sceptical.

From the Howard-Handers shed we hear rumours of automatic balance, which will gladden the heart of Mr. H. G. Wells (*vide Express*, January 3rd).

### Laffan's Plain.

ON Tuesday, December 27th, Mr. Cody flew 68 miles, but a strong wind prevented him from establishing a third record in connection with the Michelin Cup. In the early morning he discovered numerous leaks in the radiators, caused by the frost, in consequence of which it was found necessary to change both radiators and fittings—a matter which took over four hours, and it was not until one o'clock that the machine was ready. As it was, starting at 1 p.m., it was necessary to descend after a 68 mile flight on account of the wind.

The next morning Mr. Cody narrowly escaped a serious accident. The wind was so strong that it forced the machine downwards to such an extent that in one instance the wheels and the tail-skid brushed along the top of a clump of trees. Happily the branches yielded, and the machine landed, after an 8 mile flight, without any damage.

### London Aerodrome, Collindale Avenue, Hendon.

ON Wednesday of last week a good deal of work was going on. Three of the Blériot pupils, namely, Mr. Bouwens, Lieut. Hynes, R.G.A., and Mr. Johnstone, qualified for their certificates in the one day, after waiting for about three weeks for a decent chance in fair weather. The "Valkyrie" also made a fine flight of about an hour, and Mr. Dimmock took his first lesson on this machine.

Mr. Barber, on the Valkyrie machine, made a flight of about 35 minutes, and the machine was also flying on the following day. On Saturday last the two-seater was taken out with the intention of attacking the British duration records, sufficient petrol being taken for a flight of 5 hours. After nine circuits, a distance of about 16 miles, had been covered, the engine stopped, and the pilot was forced to bring the machine down to the ground. It was then found that the trouble was due to water in the petrol. Some of the latter was then drawn off and another start made, but only four circuits had been completed when the engine again stopped from the same cause, and the pilot once more glided down to earth. One of the latest pupils at the Valkyrie School is Lusetti Archimede, the Italian pilot, who has decided to fly a machine of this type.



AT THE LONDON AERODROME.—Mr. Clutterbuck by Mr. Everett's monoplane, where this machine has been under test.

### New Forest Aviation School, Beaulieu, Hants.

ON December 22nd, Major Cook, flying Mr. McArdle's Blériot-Gnome, made his first flight for his certificate, being up for 9 mins., at an average height of 300 ft., doing four circuits of the ground. Getting off in the latest approved style he made a very pretty landing 145 yds. from the mark. Immediately afterwards Mr. Poggioli, on a Blériot-Anzani, flew three circuits of the ground, about 4½ miles, in 8 mins., landing within 80 yds. of the mark. This was his first trial for a certified flight.

The next day Major Cook made a second flight for his certificate, lasting 8 mins., at an average height of 200 ft., and landed within 25 yds. of the mark. Mr. Tinline's Howard Wright biplane was out doing rolling practice.

On the Wednesday, the weather being brilliantly fine, there was considerable activity. The ball was started rolling by Major Cook completing the third flight for his certificate, lasting 15 mins., at a height of about 500 or 600 ft., then effecting a landing inside 147 yds. of the mark. Mr. Poggioli then tried a short flight, but landed on one wheel and bent two stays. Mr. Tinline, on his Howard Wright, was doing good work, the machine showing perfect control. Just before lunch Major Cook made another flight, lasting 8 mins., as a reserve; and although this was only the fourth time he had been on the Gnome-engined machine, he landed inside 14 yds. of the mark. Mr. Wilson made some good straight flights about 10 ft. off the ground, keeping the machine perfectly steady. This emphasises Mr. McArdle's point, that plenty of ground practice goes three parts of the way to teaching a man to fly, by giving him that confidence in himself and machine so necessary to the art.

### Salisbury Plain.

ON Wednesday, December 28th, Mr. Low was out with the Bristol-Gnome, and taking the pupils Mr. Knight, Mons. Maron (who, it may be mentioned, weighs 17 stone), and Lieut. Cammell in turn as passengers, made good flights around Stonehenge. Captain Wood also flew over Stonehenge and the surrounding country, rising to 400 or 500 ft.

On Thursday, the 29th, Mr. Graham-Gilmour was out with the Bristol biplane supplied to him by the British and Colonial Aeroplane Co., to which he had fitted his E.N.V. engine, making trials preparatory to his attempt for the Michelin Cup. He made a



Mr. B. G. Bouwens.

Lt. G. B. Hynes, R.G.A.

Mr. St. Croix Johnstone.

Above we give three pupils of the Blériot School, who, at the London Aerodrome, near Hendon, on the same day—December 28th—successfully qualified for their Royal Aero Club's pilot certificates. Easily a record for Great Britain.