

on we heard that he had safely reached his destination, where he was received by the King. He had descended at Datchet to have his radiators seen to as several more tubes had burst. Captain Wood was out early, making three circuits at about 250 ft., afterwards carrying Knight, Fleming (a new pupil) and a mechanic for flights. Lieutenant Watkins brought out his Howard Wright biplane, and he also suffered at the hands of King Frost. He found that a small amount of water had remained in a pipe which was below the drain tap and this had become frozen, effectively preventing the water circulating. While this pipe was being thawed the rest of the water began to freeze and the engine had to be kept running slowly to prevent the water in the engine freezing. The thawing was only finished when it was time to put the shutters up. Another new pupil, Mr. José del Persjo, made his appearance at the Hanriot School during the day.

The fog still hung over Brooklands all Thursday, although it had thinned a little from the previous day. Mr. Ducrocq, who was the first up, with Mr. Palmer as passenger, was flying off and on all day. Mr. Blondeau came out but only did a few circuits as his engine was not pulling as well as he would like. The Weiss was out too, but owing to the engine not being up to the mark and propeller troubles, Mr. Gordon England could only make straight flights. Then Lieutenant Watkins brought out his biplane, but he had no sooner filled his radiators than they burst, putting him out of action. The Avroplane was seen again for the first time since Mr. Jenkins's smash; Mr. Gospelous was piloting and succeeded in making several short flights. Mr. Pixton then took the helm but could only manage straight flights as the engine was very obstinate. Mr. Morison brought out his Blériot, and, in his usual daring manner, shot up rapidly to about 800 ft. Mr. Ducrocq was in the air at the same time. Suddenly a third machine loomed out of the fog; the new arrival proving to be Mr. Sopwith, upon his return from his visit to the King at Windsor Castle. He was flying at a good height and finished with a very fine *vol plane* landing as lightly as a feather. Mr. Morison was then seen to make a terrific dive and it was noticed that as he straightened out to land, the machine oscillated slightly laterally. On examination it was found that one wing was weak, which had necessitated his flying with his *cloche* over to one side. It strikes one as rather risky to make such a swift descent, except when compelled to, if the machine suddenly develops a defect in one of the wings. Mr. Gilmour then took a turn on "Big Bat," with Mr. Hewitt as passenger. He found the wind rather too gusty to be pleasant so did not remain in the air for long. Although the Molesworth triplane was also out she did not leave terra firma.

Friday, by way of contrast, was very mild, with a 15 m.p.h. wind blowing. The Avroplane was at work early, with Mr. Gospelous at the wheel, he making several flights very steadily. Then Mr. Kemp took a turn and did some rolling, later on making some short flights. Mr. Pixton was also making some straight flights but did not venture to turn as the engine was not pulling well. Mr. Ducrocq was the next in the air, making several fine flights at a height of 60 ft., Mr. Spencer on his biplane also carrying out some long straight flights. He had fitted a new propeller which was giving better results. Lieutenant Snowden-Smith, on Mr. Blondeau's machine, also made a good flight of several circuits. Mr. Gordon England was trying the Weiss again, but she would not rise early although the engine was pulling well. On changing the propeller the machine was much happier and flew the whole length of the ground at a height of 10 ft. Mr. Billing carried out several straight flights at a good height, but the engine was not quite up to the mark so he did not attempt to turn. The wheels on the Molesworth triplane, which was out and made a good hop, are too small and larger ones are to be fitted.

Saturday being a show day, although a stiff wind was blowing, the large attendance put the aviators on their mettle and a lot of flying was witnessed. Mr. Low was first out

on the new Bristol No. 20, and in a very tricky wind of 10 to 18 miles, which kept the other flyers indoors, made a very good flight. He carried two passengers beside himself, the total weight carried being 647 lbs., the passengers weighing 434 lbs. and the petrol and oil 213 lbs. In the afternoon Captain Wood was up on the same machine. Both these aviators gave the crowd many a thrill with their daring *vol plane*; some of their spiral glides being very fine. Mr. Low carried as passengers Knight, a new pupil; Captain Sykes, of the 15th Hussars; Captain Broke-Smith, of the Army Balloon School, and then Captain Sykes and a mechanic together. Mr. Ducrocq had a busy day with passengers; Mr. Blondeau was teaching and carrying passengers. Mr. Sopwith was also flying and carried many passengers. Mr. Gilmour was at work with the Spencer biplane but could only make straight flights, the engine not pulling well enough for a turn.

Sunday was almost a repetition of Saturday, Messrs. Sopwith, Ducrocq, Blondeau, Captain Wood and Lieutenant Watkins being the star performers, the large crowd having real good value for their money. Captain Wood, on his Bristol, flew two circuits in a 10-mile wind and then took up Knight; the wind freshening, he retired. In the afternoon he was up again, carrying Knight, Fleming, Mr. Hudson, Mr. Chamberlain and a mechanic. It is very encouraging to see the large attendance that is now a regular thing at Brooklands. It shows what a keen interest the public are at last taking in the sport, and should make the heart of the enterprising manufacturer glad.

Monday was very windy, and it was not till quite late that anybody ventured out. Mr. Ducrocq made a good flight for a turn but gave up as the wind was so strong. Mr. Morison took the air in his Blériot and made several very fine flights. It was a good test for a new pair of wings which he was trying. Captain Wood went up on the Bristol and made a splendid high flight and flying three circuits of the drome, the last one outside the boundary of the track. Following this he made some straight lines, first with Knight—who is improving rapidly—in charge of the lever, and then with Fleming at the lever. Lieutenant Watkins' pupil, Mr. de Silvia, made several hops, prior to Lieutenant Watkins taking up several passengers for a spin.



Mr. S. F. Cody last week carried three passengers—Mdlle. Armand de Lavette and Messrs. Moreton and Bloomfield—for a flight on his biplane. Our photograph shows the disposition of the party ready for their voyage.