

instructor, also made a number of flights on the school machine and then took out "Valkyrie II," the big passenger-carrier, with which he made two good flights. Late in the afternoon Messrs. Wells, Perry, Gaskell and other pupils were all taking lessons. The Valkyrie designer then piloted the new type "B" military monoplane and put up a magnificent flight of nearly 40 minutes. Ascending to a height of from 2,500 ft. to 3,000 ft., he descended by one of his well-known spiral *vol plans*, and then, switching the engine on just before reaching the ground, he executed two complete circuits with both hands off the controls and above his head. Two more flights were made during which heights of about 2,000 ft. were reached and numerous evolutions carried out with great steadiness.

On Sunday the type B Valkyrie was in the air again for the purpose of testing a new compass for cross-country work. Reaching a height of about 1,500 ft. the pilot made straight for Harrow, and was pleased to find that his compass was everything to be desired. Returning to the aerodrome he carried out numerous *vol plans* and other evolutions before descending.

Promptly at 6.15 a.m. on Whit-Monday Mr. Barber, the designer of the Valkyrie monoplane, ascended on the type B military monoplane, and after circling the aerodrome twice, during which time he rose to about 1,000 ft., he waved his hand to the onlookers, and steered straight for Brooklands, 20 miles away. Unfortunately it was extremely misty, it not being possible to discern landmarks more than two miles away, so that he had to rely entirely upon the compass, which had been fitted for the first time the day before. Most of the journey was made at a height of 3,000 ft., about twice the height of any other flight of the day, and after 18 minutes had elapsed Brooklands track appeared through the mist. He descended by means of a spiral *vol plan* at 6.35, the trip having taken exactly 20 mins. The air being absolutely calm, this trip proved a very good test of the machine's speed, which appears to work out at 60 miles an hour. In the afternoon he put up a fine flight of 25 mins., during which he ascended to a height of about 1,500 ft. or more, and carried out various evolutions, including a complete circuit, with hands off the controls and above his head. At ten minutes past seven he ascended for the return journey home, and after two circuits, during which he rose to a height of 1,200 ft., he headed straight for Hendon. The evening was again very misty, but the compass proved of invaluable service. Most of the trip was made at a height of 4,000 ft. and after 30 mins. had elapsed the machine was over the Hendon Aerodrome. Mr. Barber then at that height shut off his engine completely, and made a steep *vol plan* to earth, landing in perfect style within 30 yards of the crowd. A stiff head wind blowing accounted for the return journey taking 30 mins. to accomplish.

Salisbury Plain.

ON Wednesday of last week the Air Battalion was busy, Capt. Burke flying the Farman biplane, while Lieut. Cammel on the 70-h.p. Gnome-Bleriot was up at a great altitude. At the Bristol School work was confined to the hangars until the evening, when M. Jullerot took a trip on the machine he brought back from India. Afterwards he made six flights with pupils, while Mr. Hotchkiss carried five. Mr. Brereton and Mr. Pepper were both out rolling, and Lieut. Montefiore made a good flight across country, making right and left-hand turns. The Australian pupil, Mr. H. Basteed, also made a fine

trip across country. At one time there were five machines in the air at once, including Capt. Burke's Farman and Lieut. Cammel's Bleriot, the latter carrying a passenger. On Thursday morning the Bristol School commenced work at 4 a.m., when M. Jullerot started off on a cross-country trip on the military extension machine. On landing he took Messrs. Brereton and Pepper on board and made another trip, while Mr. Hotchkiss made a couple of flights in a puffy wind. Lieut. Montefiore again ventured across country, and was flying for three-quarters of an hour. After breakfast Capt. Fulton, Capt. Burke, Lieut. Cammel and Lieut. Reynolds were all up making good flights, Lieut. Cammel being in the air for 40 minutes on his Bleriot. In the evening, M. Jullerot was up eight separate times, carrying out quick trips across country. Mr. Hotchkiss paid a visit to the I.A.C. camp by way of the air. The pupils were again busy quite early on Friday morning, when instruction was given by M. Jullerot, afterwards work being continued during the day in the sheds. Various officers of the Air Battalion put in a good deal of flying, while some considerable time was spent in testing engines. Capt. Fulton and Capt. Massey were flying the Bristol military extension biplane. Mr. Pizey returned from Bristol after an absence of a few days, and started work almost at once, taking two friends for a long flight to North Down Camp, about eight miles away, where they had some refreshment, and then started off back to the hangar. Owing to the soldiers knowing very little about the machines, Mr. Pizey had to start the propeller himself and then hop into his seat quickly. He landed at the Bristol headquarters at a quarter past nine. Mr. Hotchkiss and Mr. Basteed each put in some good air work, and Mr. Graham Gilmour, after indulging in some trick evolutions, headed off at a height of 2,000 ft. for Brooklands, which he reached safely. In all fourteen flights were made during the day, work finishing at half-past nine. On Saturday morning M. Jullerot and Mr. Hotchkiss were out early with pupils, as also was Mr. Pizey, the latter afterwards carrying Mr. Watts and Mr. G. Little, the total weight of the pilot and two passengers being 31 stone. The military extension Bristol machine, however, stood up against this load without a falter. The officers of the Air Battalion were also busy, and put in a lot of good useful flying. The Bristol instructors also had little time to spare during the evening, Mr. Pizey taking some of his passengers to a height of 1,400 ft., whilst Basteed made a cross-country trip for 20 mins., and also steered some left- and right-hand turns. On Sunday evening Mr. Pizey was flying at a height of well over 1,000 ft., and took up Col. Smeton, a new pupil. During the evening seventeen flights were made, Mr. Pizey being responsible for seven, M. Jullerot for five, Mr. Hotchkiss for three, and Mr. Basteed for two. Mr. Pizey was first out on Monday morning, again with Col. Smeton. Mr. Pepper, who is making remarkable progress, successfully carried out a couple of circular flights at a height of about 100 ft., while Mr. Basteed went for a cross-country trip. During the evening the Air Battalion Officers were busy, and Capt. Fulton made a couple of passenger flights, first taking up a brother officer and then his late mechanic, H. H. Bannister. M. Jullerot and Mr. Hotchkiss were also up while Lieut. Cammel was flying his Bleriot at a height of 2,000 feet. Mr. E. H. Cliff was at Salisbury Plain fitting his compasses on the Bristol military extension machine, as well as to Lieut. Cammel and Lieut. Barrington-Kennett's machines.

General Roques on Military Needs.

IN the course of a recent interview General Roques, Inspector-General of the French Army Aviation Corps, gave it as his opinion that the progress made by aviation was satisfactory. He thought, however, that attention should now be directed to constructing an aerial machine which should be capable of treating wind eddies as ocean liners treated currents which would wreck small boats.

Lieut. Menard's Tour of France.

LEAVING Rochefort on the 31st ult. with the intention of continuing his tour of France, Lieut. Menard was compelled to land at Ambarès, about 12 kiloms. from Bordeaux, for a small adjustment to the motor. Unfortunately he landed in a field where the grass was somewhat long, and, catching in the wheels, it capsized his machine. Neither the aviator or his companion were hurt and although the damage to the machine was not serious the flyers were unable to continue their journey before Saturday last. When starting in the early morning the propeller struck a tree and was smashed. This was replaced and at a quarter past seven a fresh start was made, the Croix d'Hins aerodrome at Bordeaux being reached forty minutes later. The following morning a non-stop flight was made to Pau. On the way the officers were surprised by a squall at Aire sur Adour, but weathered it by descending from 700 to 300 metres.

The "Adjutant Vincenot" out for an Hour.

THE new Clement-Bayard dirigible "Adjutant Vincenot" was out on the 31st ult., and cruised for about an hour in the neighbourhood of La Motte Breuil and Compiègne. In all it carried eleven passengers, of whom two were military officers.

Speed Trials with "Clement-Bayard IV."

FOR about two hours on the 3rd inst., the "Clement-Bayard IV" was kept running over a circular course, and maintained an average speed of about 50 k.p.h. On the previous evening some altitude tests were carried out, the greatest height attained being 900 metres.

Another German Dirigible Wrecked.

THE first appearance of the "Ruthenburg," which has been built on the Siemens system, was a disastrous one. Leaving its shed at Joenis, near Krefeld, the airship was caught by a squall when at a height of 300 metres, and the steering apparatus was strained so badly that it was rendered useless. Being unmanageable the airship was at the mercy of the elements, and, as a result of the buffeting by the wind, several of the stays attaching the hull to the envelope were broken, and eventually the envelope doubled up, allowing the airship to fall to the ground. Fortunately the two passengers escaped without injury, but the airship itself will have to be practically rebuilt.