

There was nothing doing next day, most of the aviators attending the flying demonstration at Hendon.

Mr. Valentine, who did so well in the European Circuit, on Wednesday flew over from Hendon, arriving about 6 a.m., on the Deperdussin monoplane. About the same time, Mr. Barber on his Valkyrie biplane, with a lady pupil as passenger, arrived from Shoreham. After taking in a supply of petrol, they resumed their journey to Hendon *via* St. Albans, as reported last week. About 10 a.m. there was yet another welcome visitor from Hendon in the person of Mr. C. Compton Paterson on a Grahame-White "Baby" biplane. Just before starting back a trial flight was made, a notable feature being the almost volt-face turns with acute banking, which to the spectators looked like a sudden collapse, but which, to their surprise, was a finely executed sharp turn without making the usual wide circuit.

Mr. Pixton arrived from Hendon as passenger with Lieut. Reynolds on the Army Air Battalion Bristol biplane, after a splendid course made by the pilot. The same afternoon Mr. Pixton flew to Woking, and had to land owing to wind and bad "pockets." Later in the evening he returned *via* Chertsey, and took up several passengers, one round Weybridge and another round Cobham and near Hampton Court, passing over Wisley Hut. He also took up a cinematograph operator for several circuits of the track. One of the Bristol pupils, Mr. De Warter, then took over the machine and did five circuits in excellent style, this being his first time on the machine alone.

Mr. Graham Gilmour flew from here to London, joining the Thames at Weybridge, following the course of the river, arriving at the Houses of Parliament and seeing some Members on the terrace. Mr. Gilmour made a circuit over the wide stretch of water for their benefit, returning to Brooklands by the same route, thus avoiding "flying over towns." This flight took 2½ hours, owing to the winding of the river.

Lieut. Watkins was out on the Howard Wright biplane with passengers on Thursday. Mr. Astley, after an absence from Brooklands, tried straight flights, then circuits, on a Sommer. Mr. Cecil Ashley was practising figures of eight with a view to obtaining his certificate. Mr. Percival was putting in some greatly improved flights and circuits on the Billing biplane, and the Harriot, with Mr. Fisher as pilot, got through some excellent trips. In the early morning another Bristol pupil, Captain Brooke-Popham, did five circuits in the usual style, this being his second time on the machine alone, and Mr. De Warter flew four circuits at 130 ft. Mr. Pixton, flying in the evening across country, when over Nailham, near Staines, had a little experience. His petrol pipe broke, and the engine stopping he was obliged to *vol plané* down from a height of 500 ft. Whilst descending the machine got up speed and flew along, just above the ground, at about 60 miles per hour. Mr. Pixton managed to avoid running into some trees by "jumping" a hedge and making a sharp turn, ultimately landing heavily in a ploughed field, damaging some struts; obtaining assistance, repairs were effected, and Mr. Pixton "took off" again at 5.30 a.m., arriving safely back at Brooklands soon after.

Soon after Mr. Pixton's return on Friday morning, on a Bristol, Capt. Brooke-Popham took over the machine and flew five circuits at a good height. At 4.20 p.m. Mr. Gilmour, on a Bristol, flew over to Henley, and returning landed at Windsor owing to the engine missing fire.

Mr. Blondeau on Saturday was out early on the school Farman with pupils, Cecil Pashley made flights on the Sommer, Henri Pequet gave a fine display on the Howard Wright, whilst Mr. Macfie and G. M. Cure made straight flights on the same machine. Mr. Pixton was busy carrying passengers. In the morning Mr. Napier, a Bristol pupil, got his certificate in fine style, about 900 ft. up. He flew out over Weybridge. Captain Brooke-Popham executed several figures of eight at a good height. Mr. Pixton made a trip later to Windsor, to meet Mr. Gilmour, carrying with him a passenger. He landed at Old Windsor, near the river, and stayed about one hour, and then returned *via* Staines. Mr. Graham Gilmour also brought his biplane from Windsor to Brooklands, flying at a height of over 2,000 ft., finishing with a splendidly long-drawn-out *vol plané*. Mr. Blondeau was out with pupils, not finishing until dusk.

Sunday proved to be a fine but windy day. The motor track was closed whilst the engineers were putting up the new footbridge for visitors, &c., from Byfleet. There is talk of a new railway station being erected. This would be a great boon, and facilitate traffic from the north-west districts.

Mr. Gordon-England arrived and gave some interesting details of his flying on the Bristol along the south coast from Shoreham to Shanklin, Isle of Wight. Mr. Graham Gilmour, on his Bristol, gave an exhibition of flying for about five circuits in a high wind, putting in plenty of lever work. Mr. Pixton, who also took a turn, found the wind too high to be quite comfortable, but he was up for

three circuits in two flights each. Early in the morning Lieut. Barrington-Kennett, of the Army Air Battalion, when alighting at Brooklands, had a little mishap. His engine back-firing, set light to the bottom plane, which was burnt away either side of the engine, but was extinguished without further damage.

On Monday there was too much wind for work, and no machines were out all day.

J. Vedrines and Mr. Valentine, whose Deperdussin monoplane is still at Brooklands, visited the aerodrome on Tuesday. Flying was again out of the question all day.

Hewlett and Blondeau School.—Last week four of M. Blondeau's pupils passed for their certificates, flying with full control of their machines. M. Blondeau has still three pupils, who will shortly be ready to take their pilot's certificates. Very gratifying work is being put in at this school, and every day the wind is favourable the pupils are out as early as between 3 and 4 a.m.

Gleanings from the Hangars.—Mr. A. V. Roe has delivered the Avro biplane ordered by Commander Schwann. A new one has been built and will be ready for the use of pupils, &c., by Wednesday. The Roe-Curtiss biplane has gone to Mr. Wakefield, at Windermere.

Messrs. Ding and Sayers are busy on their monoplane which is nearly ready to receive its covering for the wings.

In the same shed is Mr. Macfie's V-shaped biplane, with fuselage and engine à la monoplane.

The French mechanics are busy on the Deperdussin, making ready for the great *Daily Mail* race.

Five new sheds are being added, and temporary tents and hangars are being erected. New fencing will mark off the ground on the west side, and generally every precaution against accidents to visitors is being taken.

Mr. Gustav Hamel is expected here this week.

Messrs. Keith, Prowse and Co. are booking passenger flights more freely now that Coronation festivities are over. Mr. Graham Gilmour had been booked for an exhibition flight at Lord Northcliffe's, but owing to the high wind it was postponed.

The Cody biplane is still here; Mr. S. F. Cody is busy on a new and smaller one.



Mr. Compton Paterson, one of the most promising pilots in the *Daily Mail* Circuit, in the pilot's seat of the Grahame-White "Baby" biplane, upon which he flew from Hendon to Brooklands and back last week.