

Filey School (Blackburn Aeroplane Co.)

ON the 7th inst. Mr. Hucks, on the Blackburn "Mercury" monoplane, made a good flight along the coast from Filey to Scarborough, covering the 15 miles in 15½ mins. Mr. Hucks intended to land at Scarborough, but apparently, owing to difficulty in alighting, decided not to do so. He circled over the Grand Hotel at Scarborough, and then returned to Filey, continuing to fly on in the direction of Flamborough before alighting. With regard to the statements which have appeared that the Gnome motor is unsuitable for machines of the Hanriot and Antoinette types, it should be noted that one of these motors fitted to a Blackburn "Mercury" monoplane, which is of the same type, has given successful results from the first, and the above-mentioned flight which was made with it is but one of several which have been put up by Mr. Hucks. While over Scarborough the altitude attained was about 3,000 ft. Mr. Weiss has also been improving considerably in his flying.

Llandudno and North Wales Aerodrome.

THE above aerodrome is being opened at Llandudno to-day (Saturday). It is intended to make only nominal charges to aviators of 5s. per week for use of hangar and ground charge, and only 1s. per week to aviators putting up their own hangars. Flying rights have been obtained over 100 acres of private land.

London Aerodrome, Collindale Avenue, Hendon.

Grahame-White School.—A good flight by Compton Paterson quite late on Tuesday evening was unfortunately omitted from last week's record. With Mr. Guy Lewin and his two sons as passengers, he made a long tour over the neighbourhood on the military Farman machine, passing over the Brent reservoir and circling Mr. Lewin's residence. They returned to the aerodrome at a height of 1,500 ft., and glided to earth, the propeller coming to rest before the machine was within 600 ft. of *terra firma*. Before retiring from the aerodrome for the day, Paterson took Mrs. Guy Livingstone and Mr. Gates for a similar trip on the military machine.

Wednesday, the 5th, was the day fixed for the departure of the competitors in the "Circuit of Europe." Although there was much misunderstanding as to what time the competitors were really going to start there was a crowd of several thousand strong on the ground as early as 5.30 a.m. Half an hour later the first aviator was despatched. It was "Beaumont." He mounted to about a hundred feet and veered off in a south-easterly direction. Garros followed, making a most impressive start, as he turned sharply to the right as soon as his machine had left the ground. One by one they got away with great regularity until the last was a mere speck on the horizon.

At about 10.15 Compton Paterson mounted the Grahame-White "Baby," and rising to well over 1,000 feet, cut across country to Brooklands in order to superintend the dismantling and removal of a Sommer biplane.

Although there was apparently a dead calm, as shown by the anemometer, the air was in a very peculiar condition, probably on

account of the intense heat. On one occasion a miniature whirlwind, carrying with it small pieces of paper, at a height of about 80 ft., crossed the ground.

Hubert did a circuit at 11 o'clock, but not caring a great deal for the mysterious state of affairs came down. Driver went up later on the school Farman, but descended after two circuits for the same reason.

Conditions improved a great deal during the afternoon, and Driver made several flights of 20 mins. duration, rising to an altitude of 500 ft. His first *vol plané* was remarkably steady and precise and the landing was perfect. Throughout the evening passenger flights were in very great demand, Hubert flying with no less than fifteen, amongst whom were two lady friends that Sir Thomas Lipton had brought along to visit the Grahame-White works and school. At about 7.30, the characteristic note of a Gnome engine was heard in the distance. It proved to be Paterson, on the "Baby," flying back from Brooklands at a great height. Greswell immediately set out on the Gnome-Blériot to meet him. Paterson maintained an altitude of 3,000 ft. until he was right over the aerodrome, then he switched off and glided down *entire bouchon*. His time between the two aerodromes was 21 mins., his speed being approximately 60 miles an hour.

On Thursday, the 6th, flying did not commence until the afternoon, when Driver went out practising on the school machine. Paterson was at the same time busy testing various improvements to the "Baby." He mounted repeatedly to 1,500 ft. and glided to earth. On one occasion he flew out of sight in the direction of Ealing, returning after a quarter of an hour's absence. During the evening Driver practised right-hand turns.

Early on Friday morning Driver did one half of the tests for his brevet, completing a series of five figures of eight. He had to abandon the rest of the tests on account of his engine becoming overheated.

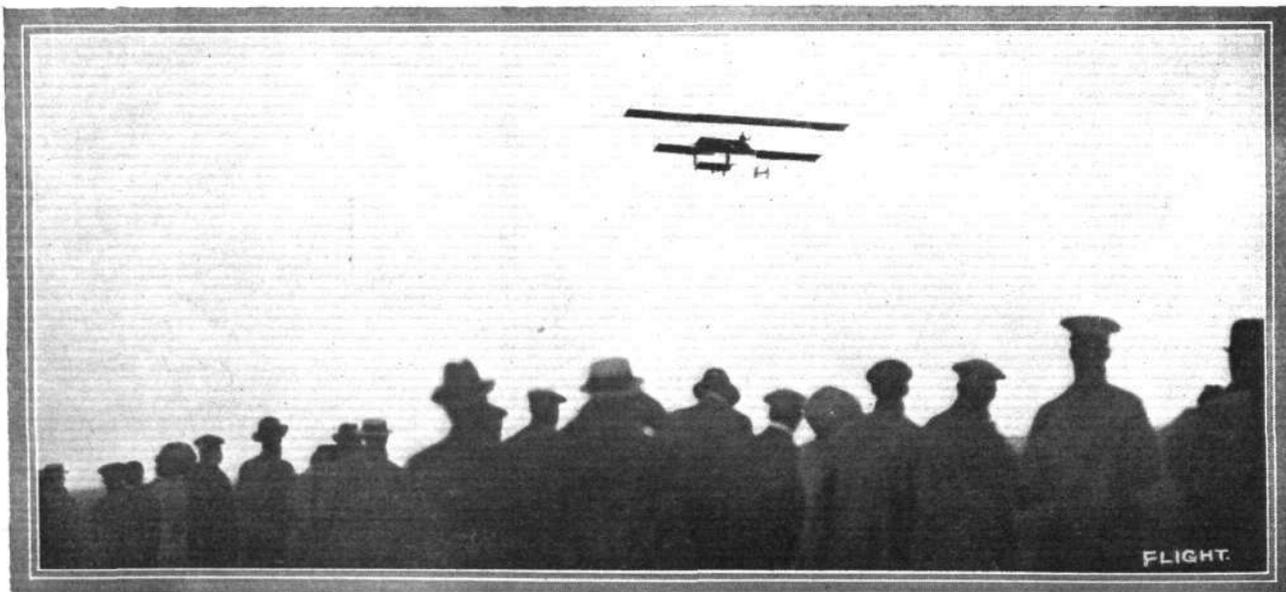
Later on in the evening Compton Paterson flew the "Baby" over to the polo grounds of Ranelagh, where Grahame-White was due to give an exhibition on the following day.

The wind was a trifle unsettled on Saturday morning, but this did not prevent Clement Greswell from making an appearance on the Gnome-Blériot. He flew for 15 mins. in order to test a new propeller.

After lunch Paterson busied himself with passengers on the military machine, and later with the pupil Driver in the passenger's seat rose to a considerable height and flew off to Ranelagh. Arriving there at quite 2,000 ft., Paterson cut off the engine and *vol plané* down on to the comparatively small landing place in a perfect manner.

During the afternoon Grahame-White made many flights on his "Baby," handling the machine with his usual skill and dash. He also gave passenger flights on the military Farman. Meanwhile back at the aerodrome Greswell was giving exhibitions on the Blériot-Gnome, and Hubert was flying the school Farman.

From Saturday evening up to the time of writing there has been no flying on account of the adverse conditions.



"Flight" Copyright.

Graham Gilmour, on a Bristol biplane, gives a few exhibition flights at Eastchurch whilst waiting for the Gordon-Bennett Race to commence.