

Max Olieslaegers has a Mishap.

WHEN starting to give an exhibition flight on his monoplane at Leeuwarden, Friesland, the monoplane of Max Olieslaegers ran among the crowd and four women were injured. The aviator escaped unhurt, but his machine was smashed.

Fatal Accident to Paillole.

WHILE testing his machine on the Maison Carree racecourse near Algiers, before attempting to fly to the military ground where the troops were being reviewed by General Baielloud, the Frenchman Paillole had his machine capsized in a gust of wind and was killed on the spot.

Flying over Washington.

DURING his visit to Washington, Atwood made a flight over the city, and circling the Washington Monument came down in the grounds of the White House, where he was presented with the gold medal of the local aero club by President Taft. On the previous day Atwood made a long flight over the city without alighting.

"Bud" Mars Meets With Fatal Accident.

A FATAL accident which befell Mr. J. C. Mars at Erie, Pa., on Friday last, put a period to one of the most promising flying careers in the United States. The aviator had shown himself to be a most daring pilot of the Curtiss type of biplane, and had met with considerable success both in America and during a recent visit to Japan. On the occasion when he met his death he had just arrived from Chicago, and, although the wind was very troublesome, he did not wish to disappoint the crowd, and so decided to go up. A first flight of a few minutes duration was made successfully, and it was during a second attempt that the accident happened. He was at a height of 500 ft. when the machine first appeared to be out of control. It was then seen to straighten up, and descended all right to within a short distance of the ground, when it fell sideways, pinning the aviator beneath the wreck.

CORRESPONDENCE.

Engine Position and the Strapping-in Practice.

[1273] Several of the recent mishaps have brought to the front the necessity of the pilot being situated behind his engine.

There is no reason, I suppose, once the difficulty has been overcome by constructors, why the pilot should not always have his place behind his engine. The greatest reason of all is, that in the event of a fall, the heavy and substantial part of the machine, which holds the engine in place, will reach the ground first, and there is very little possibility of this being so mangled up that the pilot is seriously injured.

The recent accident to Mr. Hubert Latham at Brooklands shows very clearly the necessity of the engine and substantial part of the aeroplane being in front, the result being that his Antoinette stuck in the roof of the hangar, and nothing gave way, so that he was untouched.

It is also important that during a long flight the pilot can see his engine.

He can, of course, tell if anything serious is wrong with it by its sound, but if it is in front of him he can be continually keeping his eye on it, and can detect any nut or bolt working loose.

A very good example of this reason may be seen in the accident that was averted by the Hon. Alan Boyle last May at Brooklands. He was flying at a height of about 25 ft. when he saw a cylinder head of his Anzani engine about to blow off. He was able to land before anything serious occurred. Had he not seen this, as he would not have done had he been in front of his engine, a serious accident might have taken place. From his accident at Brooklands we can go to his accident at Bournemouth which brings us to the strapping-in question.

It is most difficult to say if it is safest to be strapped in or free.

If Boyle had been strapped in his Avis at Bournemouth he probably would not have been pitched out on to his head and received such a severe concussion. But the recent accident to Lieut. Princeteau, who, through being strapped in, could not extricate himself from his burning machine and so perished, leads us to think otherwise. In such a machine, a Blériot, where the pilot is seated fairly low down on the "floor" of the machine, strapping in seems unnecessary, yet I believe it is thought that Blanchard fell out of his Blériot when he was killed at Issy last October. Smith, who was killed in Russia a short time ago, fell out of his machine when about 200 ft. up.

It seems to me that a pilot of a biplane, such as the Farman, with no sort of protection in front worth considering, would do well to strap himself in, as would a pilot of the Antoinette monoplanes, where there are no sides to the pilot's seat which would prevent

over-balancing, but in such machines as the Blériot and Nieuport, where the pilot is well protected, strapping-in seems unnecessary.

It is a very hard question to decide which is best, and one which I hope will soon be settled somehow or other, by means of appliances which will prevent falling out but not hold a pilot firmly in his seat so that he cannot free himself if needs be.

Dunstable.

ICARUS.

Owing to the heavy pressure on our columns this week, much Correspondence and other regular features are held over.

IMPORTS AND EXPORTS, 1910-11.

AEROPLANES, airships, balloons and parts thereof (not shown separately before 1910).

	Imports.		Exports.		Re-Exportation.	
	1910.	1911.	1910.	1911.	1910.	1911.
	£	£	£	£	£	£
January	2,516	1,196	750	1,088	550	Nil
February	437	3,129	2,950	1,786	—	—
March ...	7,516	11,327	128	1,027	600	357
April ...	6,305	2,110	950	807	1,470	4,343
May ...	846	1,707	400	2,471	350	1,972
June ...	7,961	3,225	642	2,432	558	1,682
	25,581	22,694	5,820	9,611	3,528	8,354

PUBLICATION RECEIVED.

How Men Fly. By Gertrude Bacon. London: Cassell and Co. Price 1s. net.

NEW COMPANY REGISTERED.

Standard Aviation Co., Ltd., 39, St. James's Street, W.—Capital £15,000, in 5s. shares (52,000 pref.). Manufacturers of and dealers in aeroplanes and devices relative to aerial navigation, under agreement with G. P. B. Smith and L. B. Desbleds. First directors, Col. H. S. Massy, G. P. B. Smith, R. O'Connor and L. B. Desbleds. G. P. B. Smith is general manager and L. B. Desbleds is technical adviser.

Aeronautical Patents Published.

Applied for in 1910.

Published July 27th, 1911.

19,440.	W. H. COLEBROOK.	Propulsion of aerial machines.
20,963.	G. ROMAGNOLI.	Flying machines.
24,351.	J. F. F. W. URE.	Aeroplanes, &c.
24,494.	A. ZLOBINSKY.	Dirigible aerostat.

Applied for in 1911.

Published July 27th, 1911.

5,071.	G. MEES.	Stabilizing and steering flying machines.
8,099.	E. MULLER.	Inclination indicators for airships and aeroplanes.

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