

FROM THE BRITISH FLYING GROUNDS.

Brooklands Aerodrome.

MR. O. C. MORISON was out early on Wednesday of last week on Messrs. Martin and Handasyde's "Dragon Fly," and was flying well. Mr. H. B. Brown, a pupil of the Blondeau School, passed for his certificate in good style during the morning, a gusty wind notwithstanding, making his altitude points at 200 ft., landing well in the first course at 10 yds., and in the second course within 12 yds. of the mark. The observers were Messrs. Manning and Fisher. Mr. Brown returns to America shortly. Mr. Raynham on the Avro-Farman was doing good flights over the sheds and carrying passengers. Lieut. Reynolds on Mr. Howard Wright's racing biplane made a fine flight at 1,000 ft., just to show what she was capable of, in anticipation of the big race. Later the racing Avro, with Mr. Kemp steering, made some straight flights. Lieut. Barrington-Kennett, of the Army Air Battalion, flew in from Salisbury, and was soon off again for a fly round. During this, a small breakage caused him to land at Cox's Mill, about 3 miles from Brooklands. There he stayed the night, and obtaining a new extension rod from Brooklands he got back at 9 a.m.

On Thursday Mr. Pequet was out with the Humber monoplane, and climbing up to 1,000 ft., he flew around Walton, Weybridge, Chertsey and the district, making a very successful flight of one hour's duration. Mr. Raynham, another of Mr. A. V. Roe's successful pupils, pluckily started for the Brooklands Duration Prize, making a fine flight in a gusty wind.

Later, indulging in a second effort, Mr. Kemp, on the racing Avro, flew a trial circuit, the engine running almost silent. Upon landing the cylinders were found to be heated owing to the radiator not circulating properly. Mr. Pequet was up again doing well in the high wind and flying for 5 minutes. Mr. C. H. Pixton, on a Bristol biplane, put in some time for the Duration Prize, and Mr. Percival, on the Billing biplane, was practising turns. Presently M. Beaumont was seen up for the first time at Brooklands, when on his Blériot he gave a masterly exhibition of flying at 1,500 ft. A trial spin of the Breguet biplane resulted in a climb to 2,000 ft. in marvellously short time. Later the pilot took up a passenger, the extra weight not seeming to lessen its climbing powers. Amongst other work going on was Lieut. Reynolds practising on the Howard Wright, Mr. Pixton and Mr. Raynham taking up passengers. At twilight Mr. Noel was last out on the Avro-Farman, still travelling well.

Lieut. Barrington-Kennett returned to Brooklands on Friday, and was then again off to Windsor and district, making a flight of about 50 miles and being up for 2 hours. Considerable interest

centred round the work of Mr. Perrin, the Secretary of the Royal Aero Club, who was putting the Aero Club's seals and marks on competitors' machines in the Circuit of Britain. Every now and again comes a buzz of excitement as an engine suddenly starts, causing a rush of spectators to see some aviator off. As each one rises the interested spectators regularly give a round of cheering. Hamel got out first, and making a magnificent ascent up to 3,000 ft., in full view over the hangars, started to descend with engine stopped, making a grand *vol plané* of 1½ mins. At the same time Beaumont was up on his Blériot, and Wynmalen, on No. 15 Deperdussin monoplane, made three successive flights at very fast speed. Audemars, also on a Blériot, also put in some rapid and pretty flights. Lieut. Watkins, practising on the R.E.P., unfortunately landed "à la pancake," fortunately with only a minimum of damage, a broken skid being the worst. Mr. Pixton was watched when out practising on his Circuit Bristol biplane, which is fitted with a 60-h.p. Renault engine. Graham Gilmour's new pattern racing Bristol duly arrived during the day. S. F. Cody was flying up to a late hour on his new miniature biplane. Lieut. Bier and his Etrich bird, with its small running wheels at the end of each wing, was the centre of an admiring crowd whilst testing the Austrian-Daimler engine. The engine is started with a crank handle, as with a motor car, by a mechanic, who sits in the machine just behind the propeller, and at a signal the pilot "switches on," and the propeller is off immediately at terrific speed. Mr. Percival took his certificate during the morning, flying his courses on the Billing biplane at 200 ft., the observers being Messrs. Cody and Gordon Bell in the first course, and C. H. Pixton and G. Bell the second.

M. Pierre Prier, when taking out the Bristol monoplane on Saturday morning, unfortunately had a smash which put him out of the Circuit Race.

Lieut. Porte, R.N., on his Deperdussin monoplane when testing had engine trouble and on landing broke a skid and wheel, which were, however, speedily repaired.

Graham Gilmour, in spite of the suspension, was out on his Bristol racer and going well. R. C. Kemp, on the racing Avro which had been remodelled, was making circuits about 1 o'clock at 100 ft., when a wing suddenly collapsed and the machine was precipitated to the ground, Mr. Kemp having a marvellous escape. The school Avro having met a similar fate the A. V. Roe type could not, unfortunately, be represented in the Circuit Race.

Later on Lieut. Barrington-Kennett, with Capt. Maitland as passenger, was making circuits, when in order to avoid running



CIRCUIT OF BRITAIN.—Chairing "Beaumont," the winner at Brooklands, upon his arrival.