

down some people on the flying ground, made a sharp turn. Banking the machine, which was landing, the left wing caught the ground causing the under-carriage to twist, completely stripping it from the planes, the engine with broken propeller and planes being considerably mixed up. One of the skids was driven about 3 ft. into the earth but both aviator and passenger fortunately escaped without injury. Mr. Johnstone was the last man out for the day, carrying a passenger.

Early on Sunday morning, Wynmalen left for Hendon. The Martin-Handasyde "Dragon Fly" was taken out for trial flights by Graham Gilmour. After changing the propeller, the machine travelled well, making several circuits at 200 ft. The wings have been entirely reconstructed.

Both on Monday and Tuesday, the "Dragon Fly" was the only machine out, Mr. E. V. Fisher on both occasions piloting and making straight flights.

**London Aerodrome, Collindale Avenue, Hendon.**

**Valkyrie School.**—Mr. Perry was up at dawn on Thursday last week, and very busy with the school machine, making a great many flights at heights ranging from 30 ft. to 50 ft., and showing great improvement at the turns. Next day Lieut. Wells had the school machine in hand and put in a lot of good practice, flying steadily and well at good heights.

On Saturday Lieut. Wells was out again, and continued to exhibit excellent progress. Later on competitors in the *Daily Mail* Circuit arrived from Brooklands, and the ground having, of course, to be kept clear for them, there was no school flying.

On Monday morning during the start from Hendon of the *Daily Mail* Circuit competitors, Mr. Barber put up an excellent exhibition on one of his Type B military monoplanes. The get off was remarkably good, the machine ascending very fast, and as usual upon an even keel. Steady circles were described until the machine reached an altitude of well over 2,000 ft., the greatest height attained by any machine that morning. A beautiful *vol plané* descent was then executed, and numerous evolutions carried out. Then Mr. Barber took a friend up for a passenger ride, during which an altitude of about 500 ft. was attained, the descent being made by means of the usual *vol plané*.

**Salisbury Plain.**

ALTHOUGH the weather from a spectator's point of view was all that could be desired, the experienced aviator found the

atmospheric conditions on Thursday morning last week rather treacherous, and consequently no flying took place on that morning at the British and Colonial Aeroplane Co.'s School at Amesbury. In the evening, the conditions having improved somewhat, the Bristol pilots commenced operations, and M. Tetard took up Professor Petavel, a new pupil, for an instructional flight. M. Jullerot was also kept very busy with other pupils, taking up Messrs. Pitman and Stewart for instructional flights. A good number of pupils are now in the solo flight stage of their course, and will shortly be ready to qualify for their certificate.

The following morning, Friday, saw the dawn of a beautiful flying day, and the pilots of the Bristol machines were not slow to take advantage of the weather conditions. At the early hour of 4.30 a.m. tuition commenced with Mr. Pitman and Professor Petavel being taken up respectively by M. Jullerot. Mr. Watt then made a very fine cross-country flight, making two figures of eight round Stonehenge, and finishing with a beautiful *vol plané* from 60 ft. Flying continued till 7 o'clock, and the progress made by some of the pupils during the 3½ hours flying was really remarkable.

The usual activity was displayed by the staff of the Bristol Co. on Saturday. M. Tetard commenced operations by taking Messrs. Petavel and Pitman for instructional flights. He was soon followed by Capt. Watt, a pupil who is now in the solo flight stage of his course. He performed admirably, and if his work up to the present is anything to judge by, the date of his qualifying for his brevet is not far distant.

Work commenced at an early hour on Monday, M. Jullerot being kept very busy with his pupils. Excellent work was put in by Messrs. Petavel and Pitman, who are making very satisfactory progress. The other pupils are also progressing favourably and altogether the schools are in a very prosperous state.

**Southport Aerodrome.**

ON the 18th, Mr. Gaunt made several trips over the oreshore, keeping about 100 ft. up, flying very steadily. Mr. Hubert, flying Mr. Graham-White's Farman, at one time crossed over Mr. Gaunt, much to the delight of the crowd of holiday makers. Owing to high winds nothing further was done until Monday, when Mr. Gaunt made his most successful flight to date. Keeping 300 ft. high, he flew from the Pier to Crossens at a good speed, so steadily that the machine appeared to be travelling on a wire.

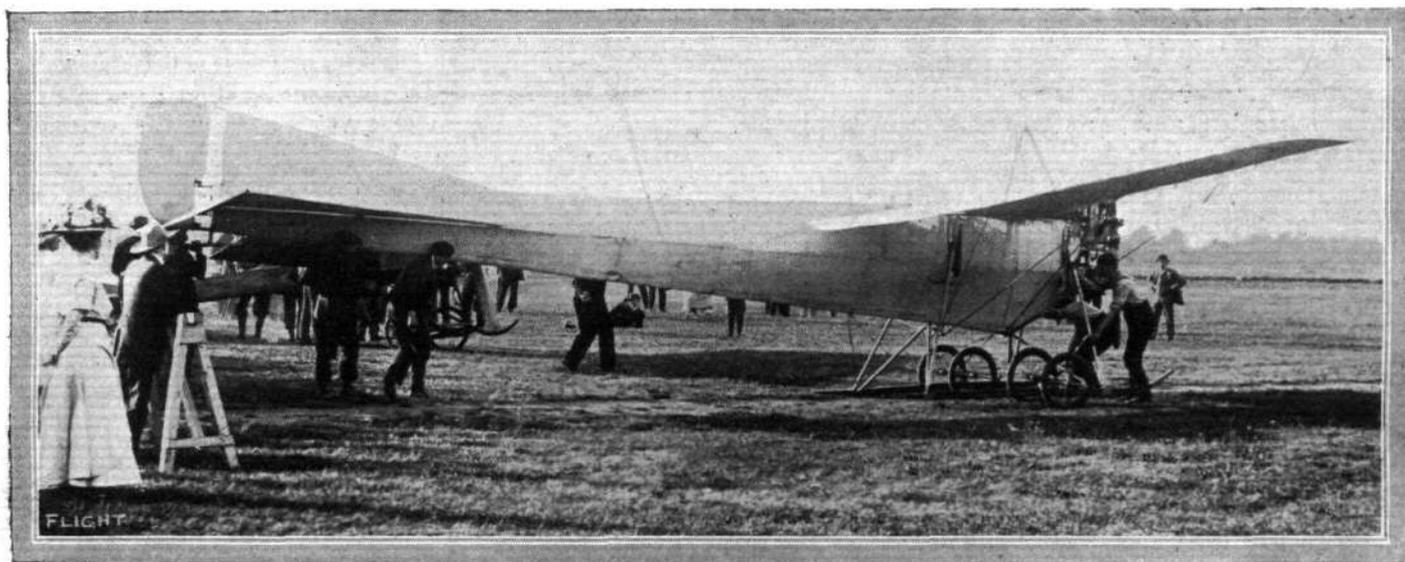


**BRITISH NOTES OF THE WEEK.**

**The South Pole Monoplane.**

THE monoplane of the R.E.P. type built by Messrs. Vickers, Ltd., at Crayford, for Dr. Mawson's South Pole Expedition,

having been completed, the initial tests were successfully carried out the other day on the firm's flying ground at Long Reach, Dartford, Brooklands being the scene of further trials.



**DR. MAWSON'S POLAR AEROPLANE.**—The above monoplane is doubly interesting as being one of the first machines built by Messrs. Vickers, Ltd., to the designs of Robert Esnault Pelterie (R.E.P.), and also because it has been ordered for use in connection with Dr. Mawson's expedition to the South Pole. The machine has the characteristic R.E.P. body, built of steel and surfaced with fabric. In front is the R.E.P. semi-radial engine direct coupled to the propeller.