

AIR EDDIES.

FOR some weeks past an American aviation concern, to popularise its flying school in South Florida, has been advertising a proposition to carry pupils from Chicago to the scene of tuition operations, a distance of approximately a thousand miles, by special train, there to accommodate and board them until the completion of their training, for an inclusive fee of £60. If only some good kind benefactor in England would start a similar scheme—tuition at the Shoreham aerodrome, specials down from London, and keep at the "Brighton Metropole" meanwhile, for the same fee—what a crowd of pupils he'd gather to be sure. I'd join for one.

The performances of the new Bristol two-seater military monoplane have called forth unqualified praise from the military experts of the various countries who have been attending the great Exposition in Paris, and during the past month several of the Continental Governments, as well as the British War Office, have entrusted their orders to the Company. With the reputation for excellence of design and workmanship that their machines have earned both at home and abroad, together with the multiple facilities that this increase of funds will afford, the Bristol Company should not be long in establishing themselves as foremost aeroplane constructors of the world—to the credit of British industry and enterprise.

A £20 prize has been most magnanimously offered by a certain Glasgow theatrical manager for a flight from the outskirts of that town to Glasgow Green, one of the local public parks. Some few years ago a very noted General held an inspection of the local volunteers at that park. So great was the enthusiasm evoked, and so unruly became the crowd of spectators, that they rushed on to the temporary parade ground, broke up the lines of soldiers, and insisted on shaking hands with the officiating General.

Query—What would happen to the person and the aeroplane of the aviator attempting this flight?

Some of us would indeed open our eyes if we suddenly heard that Louis Blériot was manipulating a Farman biplane. Yet it is quite on the *tapis* that an almost parallel case is going to happen in England.

Another interesting report, one of a series that has been steadily emanating from America these last two years, has been circulated to the effect that the Wright Brothers have "at last" perfected a device for maintaining stability in aeroplanes by mechanical means. A 4-oz. steel bar suspended pendulum fashion from a bracket below



Gordon Bell, the English demonstrator of the R.E.P. monoplane at Buc.

the aviator's seat is apparently the essential part of this device. As with all these reports, we can only remain dubious at the moment and adopt the classic "wait and see" policy.

As I write these lines, Sydney V. Sippe is still fondly watching over the Avro biplane at Abingdon, waiting patiently for an opportunity of returning to Brooklands, calling at Salisbury Plain and Farnborough on the way. So that he will not get "rusty" at piloting, he has been taking advantage of every short break in the weather to carry out exhibition flights. His engine, a Viale, is, as he expresses it, running top hole, as is evident from the fact that he invariably flies at the 1,000 ft. level.

Captain Loraine, who recently won his credentials on a Valkyrie monoplane, of which he proved such a skilful pilot, has evidently been so impressed with the flying of the "Dep.," and perhaps more particularly with Ewen's handling of it, that he has joined the W.H.E. School at Hendon, to gain experience on both that machine and the Blériot. Since Ewen has settled his school in London he has enrolled a new pupil each week.

Another convert to the Deperdussin in England is Captain Fulton of the Army Air Battalion, who has been flying that machine at Brooklands. Not long since the school "taxi," primarily intended for rolling operations, was equipped with an Avro propeller, since when it has apparently entered on a new lease of life, and with the increased thrust that it delivers the machine really does more flying than rolling nowadays.

Conway Jenkins, well known in aviation circles through his performances on both the Avro biplane and the Blackburn monoplane, has resigned his long-standing connection with Bedford Motors, Ltd., to commence trading in cars on his own account at Empire House, Piccadilly.

I am sure he has our sincere wishes for the best of good luck in his new enterprise.

Indicative of that body's appreciation of the eminently sound work carried on by the original quartet of naval officers at Eastchurch, the Admiralty has raised the rank of one of their number, Lieut. C. R. Samson, to that of Acting Commander while he is in service on His Majesty's ship "Actæon," or at the Royal Aero Club's flying ground at Eastchurch.

Congratulations to the new *Actæon* commander!

Since severing his connection with the R.E.P. firm, Bobba has apparently found it difficult to decide on what machine to fly in the future. Showing great versatility, he has been trying several different types. Not long ago it was the Sloan bi-curve he was piloting; now it is the Morane-Saulnier. His first flight on this latter machine, an extremely speedy one, was of 25 minutes' duration at an average height of 2,500 feet.

Congratulations to James Valentine and S. F. Cody on having been awarded silver medals by the Royal Aero Club for their performances in the *Daily Mail* Circuit, and to Pierre Prier on getting a similar "recognition" of his non-stop fly to Paris last April. The Royal Aero Club has also awarded a silver medal to C. F. Pollock for his fine ballooning work.

"OISEAU BLEU."



Commerce in the Air.

SPEAKING at the triennial dinner of the Glasgow Consular Association on Monday, Lord Inverclyde invited those present to have a peep into the future, and said that, speaking as one of Britain's shipowners who rather prided themselves that they commanded to a great extent the trade of the world on the ocean, he thought they had to go further and capture the trade of the air. He thought it was quite possible that if not within the next three years then within the next six years there would be commercial ships in the air, and he was sure that his hearers as members of the British Empire would do their best to further the interests of trade in the air.