

AIR EDDIES.

ONE of the Hendon pupils, Mr. W. T. Warren, who, by the way, is just ready to do the tests for his certificate, has invented a safety helmet which certainly should attract considerable attention. Inside the leather covering, well padded with horsehair, is a system of flat steel springs which have the effect of distributing any shock sustained by them over a large area. As can be seen from one of our photographs, it is not by any means unsightly in appearance, and, as for its shock-resisting qualities, I had the privilege of belabouring the inventor about the head with a piece of two-by-two, he still smiling and remaining pleased with himself the while. Naturally he was wearing his helmet at the time. At my suggestion he undertook to take a running leap full tilt at the hangars, an incident which we were lucky enough to snap. I imagine he is looking for someone to manufacture and market the article for him.

Mr. R. Wickham, who many of us will remember as an old friend and pupil of Grahame-White, is now out in America improving the shining hour by instituting a passenger-carrying aeroplane service between Long Beach and other Long Island summer resorts. It is with a four-seater biplane that he figures upon carrying out these flights.

Ewen has completely renounced all his old musical traditions for he has paid a visit to the hair-dresser's and had most of his head resistance removed. I wonder if he did this from purely aerodynamic considerations?

The many people that came into touch with Mr. Bernard Isaac while he was holding office as manager of the Aeroplane Supply

Co., Ltd., will no doubt be interested to learn that he has joined the Grahame-White Aviation Co., Ltd., to serve in a similar capacity at their West-end branch office at 166, Piccadilly.

Something of a record was achieved by one of the latest pupils at the Ewen school, Lieut. Pennycuik, R.E., on Sunday last. At his first attempt he rolled the school Blériot to the far side of the ground and back again in dead straight line. For his second attempt he was told to accelerate his engine a bit, and get his tail up more. On his return "roll," the tail got up so nicely that he pulled back his *cloche* and flew back to his starting point much to the joy of his instructor, his fellow pupils, and no doubt himself.

THE only other occasion on which I have recollections of a pupil doing a decently straight roll for his first time on a Blériot, was when Hopkins, a pupil of the Chanter school, when they had their headquarters at Hendon, started his tuition. But in Hopkins' case it seemed somewhat of a fluke, for he did not do another straight roll for many a long day afterwards.

The little Grahame-White baby biplane, which has not been seen in English air since Grahame-White's last departure for the States, is being got ready in time for the Easter meeting at Hendon, and a very nippy little machine it should be, too, when it is finished, for the biplane tail, which always struck me as being rather inefficient, has been removed and a monoplane type of tail fitted in its place. The whole machine is a very neat job indeed, and I am looking forward to Grahame-White's "exhibiting" on it around next week-end.



HOW TO TEST A SAFETY HELMET.—Mr. W. T. Warren, wearing a helmet of his invention, takes a flying leap at the hangar to demonstrate its utility. Interested spectators to the rear are Messrs. Lewis Turner, W. H. Ewen, and A. M. Ramsey.