

## FLYING THE IRISH CHANNEL.

Now that well over a week has passed since Mr. D. Leslie Allen set out from Holyhead at about seven o'clock in the morning of Thursday of last week, to cross the Irish Channel, and no news of his whereabouts have come to hand, it certainly seems that it is our sad lot to mourn another British life, sacrificed—we think again quite unnecessarily—in the practising of the sport. It was on the previous day, the Wednesday, that he with Mr. Corbett Wilson, set out from Hendon to fly in company to Dublin. There was no wager between them as to who should get there first, as has been generally stated. They simply had a feeling that they would like to visit their native island by the new method of locomotion, and they both started off in friendly rivalry to fly there together. At that time it was thought by those at the aerodrome that the flight was an unusually risky one for such comparatively inexperienced pilots to attempt. Further, so hastily had the trip been arranged that no precautions were made against the possibility of having to descend in the sea. They both left Hendon soon after half-past three p.m. on Wednesday, and Allen, following the London and North-Western Railway line, arrived at Chester about half-past six in the evening, after landing some ten miles the other side of Crewe to ascertain his whereabouts, Corbett Wilson landed the same evening at Almeley, about fifteen miles northwards of Hereford.

Just after six on the following morning Allen started from Chester and passing over Holyhead an hour afterwards, flew out to sea. He has not been seen or heard of since. His friend, Corbett Wilson, left Almeley at half-past four that afternoon and was forced to land some few miles further on at Colva in Radnorshire. On Sunday morning early he set off again and this time reached Fishguard, leaving again at six o'clock on the following morning, Monday, and flying across St. George's Channel in the direction of Wexford.

One hour and forty minutes was occupied in crossing the Channel and a landing was made at Crane, two miles from Enniscorthy, the trip being the first occasion that the strip of water separating Ireland from the main land has been entirely crossed by aeroplane. It will be remembered that Mr. Loraine's attempt in 1910 failed by some 300 yards.

Mr. Vivian Hewitt also has the intention of attempting the crossing to Ireland, but his route is to be from Holyhead to Dublin across the Irish Sea. At the time of writing he is waiting at Holyhead for favourable weather. He left Rhyl at 5 a.m. on Sunday morning and after remaining up for an hour and twenty minutes was forced to land at Plas in Anglesey. His flight was made at an average of quite 5,000 ft., for he says he could distinctly see over Snowdon. The wind was boisterous in the extreme and he testifies to the fact that had he remained up much longer he would undoubtedly have been ill, so much was he tossed about. The



Mr. D. L. Allen, the aviator who has been missing since last week, when he started upon his attempt to fly the Irish Channel.

section from Plas to Holyhead was flown on Monday morning, starting from the former place at about 9.30. Mr. Vivian Hewitt has his machine in Lord Sheffield's grounds and will continue his flight as soon as conditions prove favourable.



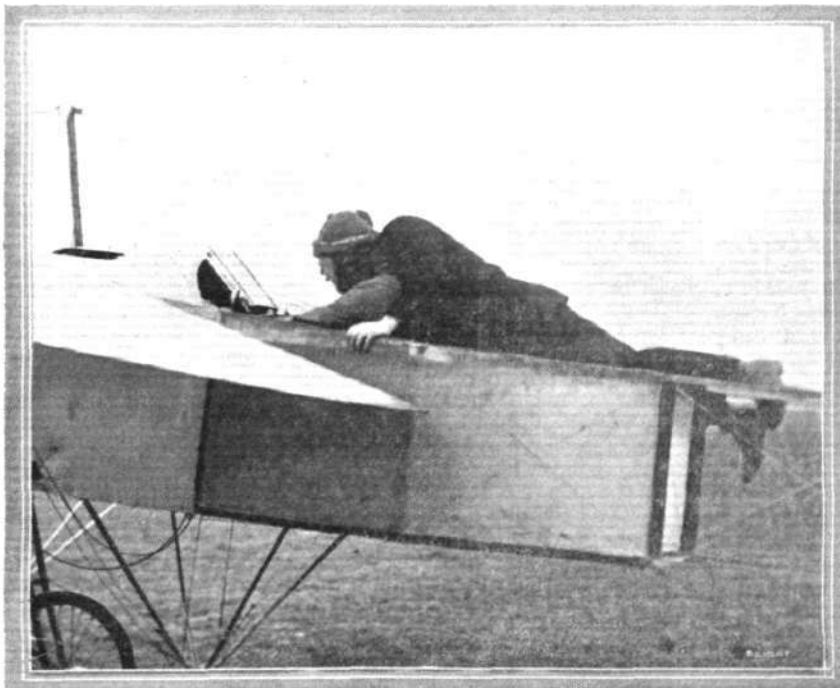
### Aquaplanes on Lake Windermere.

IN reply to questions in the House of Commons the other day, Mr. McKenna said he was not prepared to make an order under the Aerial Navigation Acts prohibiting the use of hydroplanes over Lake Windermere, but the question of making certain restrictions were being considered. In reply to other questions, Mr. Churchill said no contract had yet been made by the Admiralty for the construction of hydroplanes on the shores of Lake Windermere, but arrangements were being entered into for the conversion of aeroplanes into hydroplanes by a private contractor at Windermere. The present intention was to carry out preliminary tests on the lake.

### Royal Flying Corps (Naval Wing).

FOR the accommodation of the Naval Flying School, the Admiralty have purchased a piece of ground, about 10 acres in extent, adjoining the aerodrome of the Royal Aero Club at Eastchurch. Very shortly work will be commenced on an extensive series of temporary buildings, providing quarters for officers and men, workshops, and hangars for the machines.

As pointed out in the Government memorandum, it is impossible to forecast what the ultimate development of this school will be, as it greatly depends upon the result of the aquaplane experiments which are about to be made.



Mr. Allen, on his Blériot, tuning up at Hendon last week before his start for the Irish Channel flight, which has ended so mysteriously.