

Lieut. Chartres did well on the Deperdussin, and Lieut. Ashton took up Lieut. Moore as passenger on the Deperdussin monoplane. Lieut. Bettington was flying well on the 256 Bristol monoplane at a good height, also Capt. Allen. Mr. Pixton then took up Capt. Allen as passenger on a new Bristol monoplane for speed test and rolling before handing machine over to the R.F.C. Major Carden made two tests on the Dunne biplane and Mr. Cody took up Capt. Hamilton to a height of 1,000 ft. in 2 mins. 50 secs. On landing he ran over a ditch, but the only damage done was a couple of wires broken. The evening saw plenty of good flying, Lieut. Fox, on No. 203 factory-built biplane made half-a-dozen flights at heights up to 1,200 ft., banking very sharply.

Lieuts. Chartres, Ashton, Porter and Wadham were out on 257 Deperdussin. Lieut. Bettington and Capt. Allen on 256 Bristol monoplane. Mr. Dunne's monoplane was being tested. On Saturday morning early the Bristol and Deperdussin monoplanes were kept busy, and Capt. Hamilton made three trials on one of the R.F.C.'s new 70-h.p. British Deperdussin monoplanes, taking it up to 1,800 ft. Lieut. Longmore on Maurice Farman biplane No. 403 paid a visit from the Central School at Upavon, arriving at a height of 2,000 ft. In the evening Major Brooke-Popham was out on 204 and 205 factory-built biplanes, and Lieut. Fox returned from Tisbury flying at a height of 1,400 ft. Lieut. Porter came in from Tisbury on the Deperdussin.

Capt. Hamilton was up very high on the British Deperdussin monoplane, and Lieut. Ashton went over to the Central School at Upavon. Major Carden made a flight on the Dunne biplane, and the Dunne monoplane also made a good trip.

Lieut. Bettington started the ball rolling on Sunday morning with the 256 Bristol monoplane, and was up 2,000 ft. for three-quarters of an hour. He was followed by Captain Hamilton, Lieut. Porter and Lieut. Stewart. The Vickers monoplane was out with Macdonald in charge, and made a good flight around the Plains. Raynham was out on the Martin-Handasyde, and Lieut. Porte took Captain Dawes as passenger on the British Deperdussin. They took off at 4.44 for Hendon, and completed the journey in five minutes over the hour.

Mr. Cody on his biplane took off at 6.3, with his son Leon as passenger, and after flying around Salisbury, left for Farnborough, followed at 6.14 by Lieut. Fox, with Lieut. Chartres as passenger, on 203 factory-built biplane. On Monday Lieut. Bettington put up 3-hour flight on a Bristol monoplane, and in the evening Capt. Hamilton on 100-h.p. Deperdussin was flying at a height of 500 ft. Gordon Bell, Lieut. Ashton, Capt. Allen and Lieut. Bettington were also out. On Thursday Capt. Hamilton on the 100-h.p. Deperdussin monoplane, did a cross-country flight to Wallingford, Lieut. Ashton on a Deperdussin left for Farnborough, and also Lieut. Wadham.

## BRITISH NOTES OF THE WEEK.

### ROYAL FLYING CORPS.

The following appointment was notified in the *London Gazette* of September 3rd:—

**Special Reserve of Officers. Royal Flying Corps. Military Wing.**—William Ewart Gibson to be Second Lieut. (on probation). Dated September 4th, 1912.

#### War Office and Private Aeroplanes.

In this month's Army Orders is included a notification that the following allowances will be paid to officers of the Royal Flying Corps for hire of aeroplanes approved for use in lieu of War Department aeroplanes:—For an aeroplane belonging to and used by an officer on probation for the Royal Flying Corps during his preliminary training in that corps; or by an officer of the First Reserve of the Royal Flying Corps at manoeuvres or other military exercises for which he has been detailed: (a) In its first year (reckoned from date of purchase from the manufacturer), 1 per cent. on purchase price, per week. (b) In its second year, two-thirds per cent. on purchase price, per week. (c) In any subsequent year, if machine still passed as suitable, 1/2 per cent. on purchase price, per week. Fuel, lubricants, and repairs to be provided free by the War Department. For an aeroplane belonging to an officer of the First Reserve of the Royal Flying Corps, and used by him for quarterly flying tests at a military station: (a) In its first year, 1 per cent. on purchase price, per hour of test. (b) In its second, '06 per cent. on purchase price, per hour of test. (c) In any subsequent year, if machine still passed as suitable, '05 per cent. on purchase price, per hour of test. Fuel, lubricants, and repairs to be provided free by the War Department. For an aeroplane belonging to an officer of the First Reserve of the Royal Flying Corps, or hired from a private company, used to carry out quarterly tests at a private aerodrome: 4 per cent. of the purchase price of the aeroplane for each completed quarterly test of nine hours in the air, including cross-country flights, this rate to cover all risks and the supply of fuel and lubricants. In submitting claims for allowances, officers will attach a certificate, signed by themselves in the case of their own aeroplanes or by the owners in the case of hired aeroplanes, as to the purchase price of the aeroplanes used, and, where necessary, the date of purchase.

#### Major Bannerman Retires.

MAJOR SIR ALEXANDER BANNERMAN, who will be remembered as the Commander of the erstwhile Army Air Battalion, which is now merged in the Royal Flying Corps, retired from active service on Wednesday of last week.

#### The Scottish Aviation Base.

SITUATED immediately to the east of Forth Bridge, about two miles from Rosyth and four from Crombie, is a ground which has been secured by the Government for the establishment of a hydro-aeroplane base for the East Coast of Scotland. Evidently no time is to be lost in establishing the centre, as the tenants have been warned that the ground will be required within six months. The long flat yellow sand at this point should make an almost ideal aerodrome for hydro-aeroplanes and it forms a good base from which to make surveys over the upper reaches of the Forth and over the whole of the Estuary to the North Sea.

#### Hydro-aeroplanes over Lake Windermere.

AN enquiry was held at Windermere on the 27th ult. by Sir W. P. Byrne, Assistant Under-Secretary to the Home Office, regarding the application of the Windermere Council to the Board of Trade asking for a rule limiting vessels to a speed of 12 m.p.h. over certain portions of the lake. In giving evidence, the Clerk to the Council said they were acting solely in the interests of public safety and with no animosity to flying machines. Opposition was forthcoming from the Furness Railway Co., who contended that such a limit would add ten minutes to the time taken by their steamers from Ambleside to Lakeside and so interfere with their connections. Mr. E. W. Wakefield gave evidence in opposition, and said there were three hydro-aeroplanes on the lake, and the Lakes Flying Co. had successfully converted a monoplane and had orders from the Admiralty for another. He would meet the authorities with a view to limiting the number of machines on the lake, and he would not be opposed to restrictions confining pupils to certain parts. Lake Windermere was 25 per cent. safer than any other aerodrome in the country, and was the most suitable sheet of water in Great Britain for learners. Sir W. Byrne said he would report to the Home Secretary and the Board of Trade, and any proposed regulations would be submitted to the Windermere Council for their observations.

#### 82 Miles in 65 Minutes.

AT the conclusion of the Military Trials at Salisbury, Lieut. Porte on the 100-h.p. Anzani motor British-built Deperdussin, with Capt. Dawes as passenger left Salisbury Plain for Hendon. He covered the 82 miles in an hour and five minutes and during the trip was at a height of 3,000 ft.

#### Mr. Slack's Southern Tour.

CONTINUING his tour in the South of England in the interest of the International Correspondence Schools, Mr. Robert Slack landed on Smitham Down in the afternoon of the 30th ult. Later he left for Brighton and reached the Shoreham Aerodrome having taken 32 minutes for the 40 miles and keeping mostly at a height of 4,000 feet.

#### Flying at Hendon To-day.

THE programme for this (Saturday) afternoon at Hendon includes a cross-country handicap of about sixteen miles, and a speed handicap which will be run off in heats over four laps of the Aerodrome course, while the final will be over six laps. There will also be the usual exhibition and passenger flights. Flying is timed to start at 3.30 p.m. and will continue till dusk.

#### Flying to the Flower Show

ON Thursday of last week Mr. H. G. Melly flew from his Aerodrome at Waterloo, near Liverpool, to the Audlem Flower Show. Although he had to contend with a headwind he made the journey in an hour and twenty minutes at a height of 2,500 ft.

#### Wedding Bells.

ON Saturday last, at Anselm's Church, Davies Street, W., Mr. E. J. Robinson, the well-known managing director of New Pegamoid Ltd., was married to Miss Mabel Alice Bishop, of Beach Towers, Bexhill. The reception was held at 48, Queen Anne Street, the residence of the bride's sister, Mrs. Harry Spon.