The I.C.S. Tour in Southern Counties.

IN spite of the rough weather, Mr. R. S. Slack, on the I.C.S. Gnome-Blériot, last week put in a good deal of work in the neighbourhood of Brighton. On Monday, Sept. 2nd, he flew from Shoreham, along the sea front, round the Brighton piers, and around Kemp Town to the Brighton racecourse, where the machine was inspected by members of the Corporation and others. He went back over Preston, to the Dyke, Southwick, and over the front to Shoreham, and did some exhibition flights in the evening. On Wednesday, Worthing and Goring were visited, the machine then going along the Brighton front to Rottingdean, and back *via* Portslade. Although the weather was very rough on Thursday, Mr. Slack ascended, trying to fly to Worthing to keep engagement, but had to give up after ascending to 700 ft. and remaining aloft 18 mins. The anemometer was registering 50 m.p.h. gusts. He kept his promise on Saturday, and flew to Worthing, descending near Broadwater Green. Later, he went over to Goring, and returned by Worthing front to Shoreham. Several exhibition flights at Shoreham on Sunday.

An Avro for Portuguese Army.

A 50-h.p. GNOME-AVRO, similar to those recently supplied to the British Army, has been ordered by the Portuguese War Office, and is to be delivered in a fortnight's time.

The Admiralty Orders an Avro Hydro.

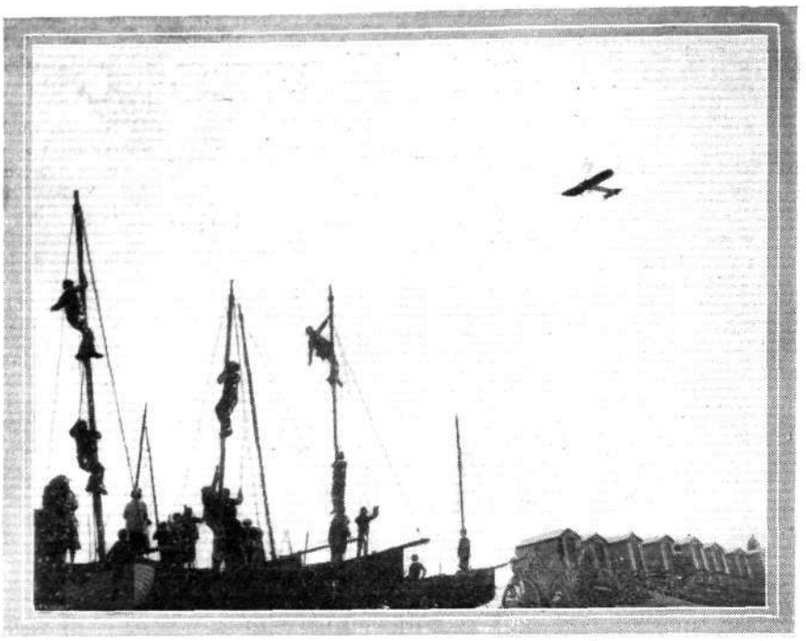
FOLLOWING the recent purchases of Avro biplanes by the British War Office, the Admiralty has placed an order for a 100-h.p. Gnome-Avro hydro-aeroplane. In general design it will be of the open military type, and will be fitted with disappearing wheels, &c.

The Scottish Aircraft Station.

BY way of making a start with the equipment of the aircraft base at Carlingnose, near the Forth Bridge, a Farman hydro-aeroplane was shipped on Saturday from Port Victoria by the s.s. "Beacon Light" to Rosyth.

Royal Congratulations for Mr. Cody.

AMONG the many congratulatory messages received by Mr. Cody on his success in the Military Trials, none was more welcome than that from H.M. King George, which was conveyed to the aviator in his shed at Farnborough by Sir Douglas Haig, Commander-in-Chief at Aldershot. In our last issue it was also announced that Mr. Cody had been awarded a Gold Medal by the Royal Aero Club.



Brighton youths determined to get a good view of Salmet during his flights in his Blériot monoplane at Brighton recently. During all the visits of the aviators to various places, no point of vantage has ever been left vacant by the watchers of the entertainment.

Mr. Cody's Plans.

BOTH the Australian and Austrian Governments have sent invitations to Mr. S. F. Cody to undertake the training of military aviators, but he hopes to remain in England and form a company to build a new biplane, which he has designed so as to be automatically stable. He may, however, go for a six months' trip to Australia.

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THE ELLIOTT INSTRUMENT BOARD.

HAVING had occasion in our issue of August 31st to advocate the use of the Elliott instrument board on all flying machines, in order that pilots may get accustomed to flying by the clock, so to speak, instead of by their own impressions of speed and attitude, it may be as well to say what the instrument board in question is like, which we do by the aid of the accompanying sketch and following brief description.

In the centre of the board is an aneroid, scaled for both barometric and height readings, and supplied with a zero-setting device, by means of which variations in air pressure may be compensated for. Underneath this is a dial giving the engine revs. as recorded by one of Messrs. Elliott's well-known centrifugal-type revolution indicators. The upright scale on the left hand, calibrated in miles per hour and operating through a pressure device of the liquid type, is connected to a "Pitot" tube, the latter, on BE 2, being fitted on a strut between the main planes. The "Pitot" tube consists of two tubes placed side by side, one having its open end pointing forwards, while the other has an orifice at the side into which the wind cannot blow. Both are connected to the indicator, the effect of the second tube being to correct the reading of the first by differentiating between the pressure due to velocity and that due to the static condition of the atmosphere. In fitting a "Pitot" tube it is naturally necessary to secure that it is neither shielded by any part of the machine nor subjected to any cross currents or the like; and once fitted it should not be moved about, nor should any alterations be made to the machine in its immediate neighbourhood.

On the right of the board is an inclinometer, adjustable for slight variations in the flying attitude of the machine. This adjustment raises the calibrated face of the instrument from, or depresses it into, the face of the board.

Every possible part is made of aluminium, the dark part of the board being enamelled a dark green in order to show up the instrument faces, which are each and all of them finished with a dull aluminium surface.

The compass is to a certain extent a secondary consideration on this particular board and can be fitted or left off as desired, as many pilots prefer other positions for this important instrument.