

**FROM THE BRITISH FLYING GROUNDS.**

**Brooklands Aerodrome.**

On Tuesday, last week, Lieut. Gordon Bell, carrying his mechanic as a passenger, arrived from Eastchurch on a new Short biplane, en route for Farnborough, where the machine is to be used for school work. The 58 miles was covered in just over an hour—an excellent cross-country flight for a new machine.

Mr. Raynham, on Thursday, did further excellent tests on the new Flanders biplane, the machine quickly climbing to over 1,000 ft. Mr. Barnwell made a fine flight on the Vickers monoplane, at an altitude of over 3,000 ft. Lieut. Blatherwick, one of Mr. Merriam's most promising pupils, successfully carried out his *brevet* tests on a Bristol biplane.

The weather conditions were so bad on Friday that only one machine—a Vickers-Farman biplane—piloted by Mr. Barnwell (who carried one of his pupils as a passenger) was out.

Very little flying was possible on Saturday after the early morning, but just before dusk Mr. Raynham made some further tests with the Flanders biplane.

On Sunday afternoon the weather cleared up, and the finest flying of the year was seen, about a dozen machines being up at different times. Mr. Barnwell commenced the afternoon's work with a fine cross-country trip on the Vickers monoplane. Then Mr. Hamel flew in from Hendon with Miss Trehawke Davies in that lady's 70-h.p. Blériot tandem machine and effected a graceful landing after one of his famous spiral descents. At the conclusion of another fine exhibition, including a display of "aerial leap-frog" over the stationary machines, which he skimmed by inches only, he flew back to Hendon with his lady passenger, the machine travelling at a great pace with the wind behind. Mr. Barnwell was out again on the Vickers-Farman biplane, and afterwards did straights with a pupil on the school monoplane. Mr. Merriam was very busy on the Bristol biplane, doing several good solo flights, afterwards taking up several pupils, one of whom, Lieut. Picton Warlow, carried out his *brevet* test in good style. Mr. Hawker flew strongly and well for some time on the Sopwith biplane, and also indulged in some "aerial leap-frog," astonishing the spectators by the ease with which he manipulated his machine, and making a fine and well-judged descent from a great height with propellers stopped. A great sensation was caused at teatime by the unexpected arrival from Hendon of those famous French pilots, both, of course, on Farman machines, MM. Chevillard (with a passenger) and Verrier, the former making the people's hair stand

on end by the acute angles at which he manipulated his machine, which seemed to literally turn upside down, whilst M. Verrier made a very fine spiral descent with propeller stopped. After a short stay, M. Chevillard with his passenger flew on to Farnborough. Mr. Raynham made some further good tests on the Flanders biplane.

**Bristol School.**—On Monday, last week, Merriam out very early for trial, then ascending as passenger with Lieut. Picton Warlow, giving pupil landing practice. Lieut. Picton Warlow afterwards out alone for good solo, landing well. Merriam was on another machine, giving tuition to Lieuts. Peirse, Duncan, Gordon, McClellan and Morgan, sitting behind the latter pupil, who is now quite ready to fly alone. Lieuts. Robertson Dobie and Blatherwick each put up a good solo, landing excellently. Merriam was busily occupied taking pupils for instructional trips, after which he set out, with Lieut. Blatherwick as passenger, for a short cross-country flight, going round Chertsey, but fog drove him back to the aerodrome.

Merriam was up for a test after breakfast, but found conditions too unfavourable for school work. In the afternoon Merriam again set out for a test, but still found weather rather bumpy. Later on Lieuts. Gordon and McClellan were given tuition flights by Merriam. After another trial Merriam started off for the handicap race, but unfortunately went out of his course, so he contented himself by reaching an altitude of 2,000 feet, and landing by means of a spiral *vol plané*. Lieut. Robertson Dobie was out for a solo and afterwards set out for his certificate, carrying out the necessary tests in really great style.

Fog was very thick up to 9.30 on Tuesday. Lieut. Peirse was passenger to Merriam in the test flight, but the air was found too bad for pupils, and work was carried on in the hangars. Merriam made a solo in the afternoon, but no improvement had taken place.

On Wednesday, Merriam was up very early for a trial, after which Lieut. Picton Warlow ascended for several good straight flights, whilst Lieut. Blatherwick made a good circuit. Lieut. Peirse was meanwhile taken for tuition by Merriam, who was up behind Lieut. Morgan for straights and rolling practice.

Merriam took Lieut. Picton Warlow for the usual trial trip on Thursday, giving pupil instruction in the making of right and left hand turns. This pupil was afterwards out and accomplished some very fine turns, finishing up with a good landing. Merriam went up as passenger to Lieut. Morgan on straights, this pupil then making his first solo in fine style. Lieut. Peirse was also with the instructor as passenger, and controlled the machine really well. Lieut. Picton Warlow was doing some splendid right hand turns, Lieut. Morgan taking another machine on straights. Lieut. Peirse received instruction in banking, right and left hand turns and landing. Several very nice figures of eight were carried out by Lieut. Picton Warlow, this pupil showing evidence of remarkable progress. Lieut. Morgan, who is also getting on with his work, out for a number of good straights. Merriam wound up the morning's work with a solo.

After breakfast, school work was resumed, Lieut. Blatherwick setting out for his certificate, the tests for which he passed excellently, maintaining a good height throughout and landing perfectly. The manner in which this pupil passed his tests speaks volumes for the instruction given pupils at the "Bristol" schools. Merriam was out later on another machine as passenger to Lieuts. Gordon, McClellan, and Peirse on straights for landing practice. Lieut. Picton Warlow was, in the meantime, out for several good circuits. Lieut. Morgan getting in a number of fine straights. Merriam went for a solo and found wind too bad for further work.

Merriam was out testing the latter part of the afternoon, taking Lieut. Picton Warlow, making three circuits, but found conditions too bad for pupils to go alone. Tuition was given to Lieuts. Peirse, Gordon, McClelland, and Broder (new pupil). Lieut. Morgan made some good straights, but darkness put an end to further work.

Wind and rain all the morning on Friday. Outdoor work impossible. About 5 o'clock in the afternoon wind dropped slightly and Merriam made a good trial with Lieut. Peirse as passenger, but found things too bad for school work.

On Saturday, Merriam made a couple of circuits round to wake up pupils. Lieut. Broder was taken up for tuition, whilst Merriam sat behind Lieut. Peirse on straights. Lieut. Picton Warlow carried out some excellent figures of eight, Lieut. Morgan doing some very fine straights at quite a good height. Lieuts. Peirse and Broder were taken up by Merriam, whilst Lieut. Picton Warlow was on another, practising landings. Merriam wound up the morning's work by taking a prospective pupil for a trip. No flying was possible in the afternoon, the weather being very bad.

Flying impossible all day on Sunday, owing to the boisterous state of the weather.



Lieut. Blatherwick, who secured his Royal Aero Club certificate in first-class style at the Bristol Brooklands School.