

decorated with the Union Jack and the New Zealand flag. Lady Desborough then named the monoplane "Britannia" by breaking a bottle of champagne which was suspended by a red, white, and blue ribbon from the chassis. The Hon. W. T. Mackenzie returned thanks on behalf of the Government of New Zealand, saying that his people would regard the "Britannia" as a forerunner of extensive developments in inter-Imperial communication, as they in New Zealand had to do more with peace than with war. Sir J. Ward thanked Lady Desborough for performing the ceremony, after which Sir T. Coward presented her ladyship with a duplicate of the pennant which was to accompany the monoplane to New Zealand. Lord Desborough in returning thanks said he hoped that in due course the Committee would be able to present similar gifts to other Dominions, New Zealand being the first to accept an aeroplane from the I.A.F.C. Miss Mackenzie on behalf of New Zealand then presented Lady Desborough with a green-stone brooch.

In the meanwhile intense excitement prevailed amongst the

"Hendonites," who sentimentally placed the above important event in a second place, for young Marcel Desoutter was momentarily expected to pay his first visit to the aerodrome since his accident last Easter. Pilots, mechanics, &c., turned out *en masse*, to await him at the entrance. When he did arrive, he got a reception that is not accorded to many; everybody had to climb on to the car and shake him by the hand. He was looking remarkably well too, and was smiling as usual. Then he was driven out to the "Britannia" where he was met by Grahame-White and presented to Lord and Lady Desborough, who congratulated him on his recovery and on his plucky determination to fly again. While all and sundry were paying their respects to Desoutter, Hamel ascended on the "Britannia" with Sir J. Ward as passenger, and made a nice little flight. Noel also took a passenger up in the Maurice Farman biplane, and was followed by Lewis Turner on the 60-h.p. Caudron biplane. Hamel then carried Lord Desborough for a trip, and from thence onwards a succession of exhibition and passenger flights were the order of the day.

EMPIRE DAY MEETING, HENDON.

HENDON aerodrome did not seem to be the same place last Saturday on the occasion of the Empire Day meeting, for many improvements have been effected, and the perfect summer weather gave a finishing touch to the smart appearance the aerodrome now assumes. There was a light westerly breeze blowing, but it did little to alleviate the heat, so that one was inclined to envy the pilots as they got full benefit of the cooler air up aloft. Visitors were well in evidence at an early hour, and by the time the proceedings were in full swing there were fully 15,000 present. In the morning, Lieut. J. R. B. Kennedy, R.N., R.F.C., arrived from Eastchurch on the Admiralty 80-h.p. Sopwith tractor biplane, and Lieut. Gordon Bell flew over from Brooklands on the Martin-Handasyde monoplane, which is fitted with a 120-h.p. Austro-Daimler engine. He landed at about 1 o'clock, having taken 14 mins. for the trip. A little before 3 p.m. Claude Grahame-White ascended on the "G.-W."-Maurice Farman biplane, and executed some evolutions quite in his old style. A little later on he went up again on the same machine, this time with a passenger, and at the same time Gordon Bell made a short flight on the "Martinsyde." There is something about this type of machine—as with the old Antoinettes—that makes for exceptionally beautiful lines when in flight; the Martinsyde is no exception to this rule, and Gordon Bell shows it up to the best advantage. It demonstrated a remarkable turn of speed when taken round the course—well in the neighbourhood of 70 m.p.h. Unfortunately a slight mishap to the chassis on landing after the first flight put the machine out of action for the rest of the afternoon, so that we were unable to judge its racing capabilities in the speed handicap that followed. This event was flown in two heats of six laps each and a final of eight laps. The first heat was made up as follows:—H. M. Brock on the 35-h.p. Anzani-Deperdussin monoplane (2 mins. 2 secs. start); Lewis Turner on the 60-h.p. Anzani-Caudron biplane (58 secs. start); and Pierre Verrier on the 70-h.p. Renault-Maurice Farman biplane (scratch). The latter gave up during the third lap owing to engine trouble, and Turner gained but 44 secs. on Brock, who therefore came in first. Just before the second heat started a balloon was seen approaching over Edgware with a parachutist suspended therefrom, who turned out to be Capt. Penfold, the Australian aeronaut. He let go when about over the Edgware Road and landed just outside the aerodrome, his balloon (quite up-to-date with the weather, as its Cockney legend in bold letters read "O.T.") falling within a few yards of the same a minute or so after. In the meanwhile Lieut. L'Estrange Malone, R.N., R.F.C., was on the Admiralty 80-h.p. Caudron biplane, he remaining up for 20 mins., flying high. The starters in the second heat were Louis Noel on the G.-W.-Maurice Farman biplane (1 min. 38 secs. start); Jules Nardini on his 50-h.p. Deperdussin monoplane (56 secs. start); and Lieut. Porte on the 100-h.p. Dep. (scratch). This heat resulted in a walk over for Nardini, Porte coming in second only $\frac{1}{2}$ sec. in front of Noel. At the finish of this heat, an Army Maurice Farman biplane (No. 224) landed in the aerodrome; it was piloted by Capt. Dawes, R.F.C., and carried a passenger, the starting place being Farnborough. Lieut. Malone again ascended at about the same time on the 80-h.p. Caudron, and after reaching a good height, started off for a cross-country flight, returning to Hendon some two hours after. The final heat of the speed handicap was started shortly before 5 o'clock; Brock, on the 35-h.p. Dep., was the limit man (3 mins. 58 secs. start), then came Turner on the 60-h.p. Caudron (3 mins. 3 secs. start); Nardini started next (39 secs. start), and Lieut. Porte was at scratch. Brock and Turner had completed two laps before Nardini and Porte got away, so it was not very easy to follow their relative positions. However they finished in the same order in which they started, the last three coming in close together.

While the race was in progress, Verrier went up with a passenger, and shortly after Noel also took up a passenger. Then James Valentine, who had been an interested spectator during the afternoon, could not resist the temptation to get going, so he took over Nardini's Dep. and put up 15 minutes of very fine flying. Grahame-White then took up Mrs. Grahame-White on the Maurice Farman, being followed almost immediately after by R. Slack on the 50-h.p. Blériot. Two passenger flights were then made by Verrier; Brock on the 35-h.p. Dep., M. Baumann on the 35-h.p. Caudron, and Turner on the 60-h.p. Caudron being up at the same time. Brock and Baumann remained aloft for 18 and 26 mins. respectively. More passenger work was done by Noel and Verrier, and then G. L. Temple, flying very low on his 35-h.p. Caudron biplane, returned from Park Royal, where he had been giving exhibition flights. He was followed five minutes after by J. L. Hall (on his Blériot), who had also been to Park Royal. Turner took up three more passengers before retiring, and A. Cheeseman and R. T. Gates both gave exhibition flights, the former on the G.-W. 35-h.p. Blériot monoplane, which he flies quite well, and the latter on the G.-W.-Maurice Farman—except for a very short trial the day before, his first attempt on this machine. Gustav Hamel now made his appearance high up, and after descending to a lesser altitude by way of a spiral *vol plané*, he proceeded to execute some switch-backs, &c. He had been away giving exhibition flights also, at Ranelagh. Slack then made another flight on his Blériot. In the meanwhile active preparations were being made with the Nieuport monoplane, late the property of the G.-W. Co., now belonging to the Government, and which had been overhauled at the Grahame-White works. M. Bonnier, the famous French Nieuport pilot, had just arrived from Paris for the purpose of making some final tests before delivering the machine to Farnborough. He made two short flights on it late in the evening. At about 7 o'clock Cheeseman made a short flight on the G.-W. school 'bus, and except for a few more passenger flights, on one occasion Grahame-White taking up Miss Ethel Levey of the London Hippodrome, no more flying was done that day. Marcel Desoutter paid another visit to the aerodrome and watched the flying.

Sunday was even hotter than the previous day, and a large number of visitors turned up, the new tea pavilion and tea tents being very much in demand during the afternoon. The feature of the afternoon was the return of Miss Trehawke Davies, now practically recovered from her car accident of a few weeks back. She ascended in her two-seater Blériot monoplane, which was piloted by Gustav Hamel, and after some pretty flying round about the aerodrome, they left for Brooklands. A good many flights were made during the afternoon, and several passengers were taken up. Louis Noel and Pierre Verrier were very busy all the time on their respective Maurice Farman biplanes. Three Caudron biplanes were out, M. Baumann and G. L. Temple flying the 35-h.p. machines and Lewis Turner the 60-h.p. R. T. Gates and Marcus D. Manton made flights on the G.-W. school 'bus. Monoplanes were also well represented. H. M. Brock was on the sturdy little 35-h.p. Deperdussin and Jules Nardini flew his 50-h.p. monoplane of the same make. J. L. Hall and R. Slack put in some fine flying on 50-h.p. Blériots. Gordon Bell did some fast flying on the 120-h.p. "Martinsyde," and E. Whitehouse made a flight on the graceful Handley Page, but a burst tyre brought this latter machine's work to an abrupt conclusion. M. Bonnier was out again on the Nieuport, eventually flying over to Farnborough and delivering it to the Government. Mrs. Ian Bullough (Miss Lily Eisie), after being an interested spectator of the flying for some time, indulged in a flight, just to see what it was like.