

BRITISH NOTES OF THE WEEK.

Hawker Secures a World's Record.

STEADILY H. G. Hawker, with the 80 h.p. tractor Sopwith biplane, is adding to his collection of records, and the last one, captured on Sunday last, has the additional merit of being a world's record. During the afternoon it had been very misty, and any machine which ventured up above 3,000 ft. was out of sight of the ground. It was a little windy, too, but this did not prevent Hawker giving passenger flights to two or three people. Soon after five o'clock the wind began to drop, and then Hawker decided to try for the pilot and three-passenger record. Accompanied by Messrs. Bellew, Jones and King, all full-weight passengers, he started off soon after 6 o'clock, and in a few minutes was out of sight. He continued on his way through the mist and heavy clouds until the barograph showed 8,400 feet, and then, having no notion of his exact position, he decided to come down, although the machine would have climbed for another 2,000 ft. or so if she had been allowed to do so.

This latest performance, coupled with those made on June 16th, and the winning of the Mortimer Singer prize by the Sopwith waterplane, also piloted by Hawker, still further emphasise the excellence of the construction and design of the Sopwith machines. Speaking of the June 16th records, it may be noted that the Royal Aero Club has just confirmed the figures as:—Pilot and one passenger, 12,900 ft.; Pilot and two passengers, 10,600 ft.

Bank Holiday Flying at Brooklands.

FOR August Bank Holiday, a record entry has been received alike for the motoring and the flying events. In the flying race amongst the entrants are: Mr. Hawker on his record-breaking Sopwith tractor biplane; Mr. F. H. Champel on his 100 h.p. Anzani biplane; Mr. Merriam and other pilots on Bristol biplanes; Messrs. Orr Paterson and A. Knight on Vickers biplanes; Mr. Morris Ducrocq on his Farman; Mr. Dunkinfield-Jones on his Flanders biplane (65 h.p. Isaacson); Mr. Jack Alcock on the Parsons Automatic Stability biplane (70 h.p. Gnome); and Mr. Spencer on his Spencer biplane.

The course for the race has been so arranged that the competitors will be in sight all the time, as that portion of the course outside the aerodrome is to Coxes Lock Mills, which is situated less than a mile north of the track, while the finish will be between the Paddock and the railway.

Messrs. Armstrong, Whitworth's New Department.

FROM Newcastle it is learnt that the large tract of land at Selby recently acquired by Messrs. Armstrong, Whitworth and Co., is to be utilized for the new aeronautic department, which, in addition to making engines, will also build airships and aeroplanes. In all probability the bulk of the mechanical work will be done at the main works at Scotswood on the Tyne, but the machines would be assembled and tested at Selby.

Memorial to Lieut. Parke, R.N.

THE Archdeacon of Exeter (the Venerable F. A. Sanders) on Tuesday unveiled and dedicated, in Uplyme (Devon) parish church, a memorial stained-glass window which has been erected as a memorial to the late Lieut. Wilfred Parke, R.N., who was killed in an accident at Wembley last December. Lieut. Parke was a son of the rector of Uplyme.

Bleriot's New Launching Device.

AT a private cinematograph demonstration on Monday, at which representatives of the War Office and Admiralty were present, pictures showing trials made with the launching and alighting device invented by M. Blériot were shown. In the first series of pictures

Pegoud was seen using the original arrangement in which a hook above the *cabane* caught on a trapeze which ran along a line suspended at Buc. This idea has now been superseded by a double claw arrangement mounted above the *cabane*. The pilot steers his machine under the cable and then elevates, the cable being guided down to the claws by a pair of curved horns. In starting, the machine runs along the cable until the flying speed is attained, when the claws are released and the machine, after just dipping slightly, flies off in the ordinary manner. The device is intended for use on warships, in which case the cable would be suspended over the side of the vessel by means of booms. The French naval authorities are taking a great deal of interest in the device, and experiments are shortly to be carried out on a French battleship.

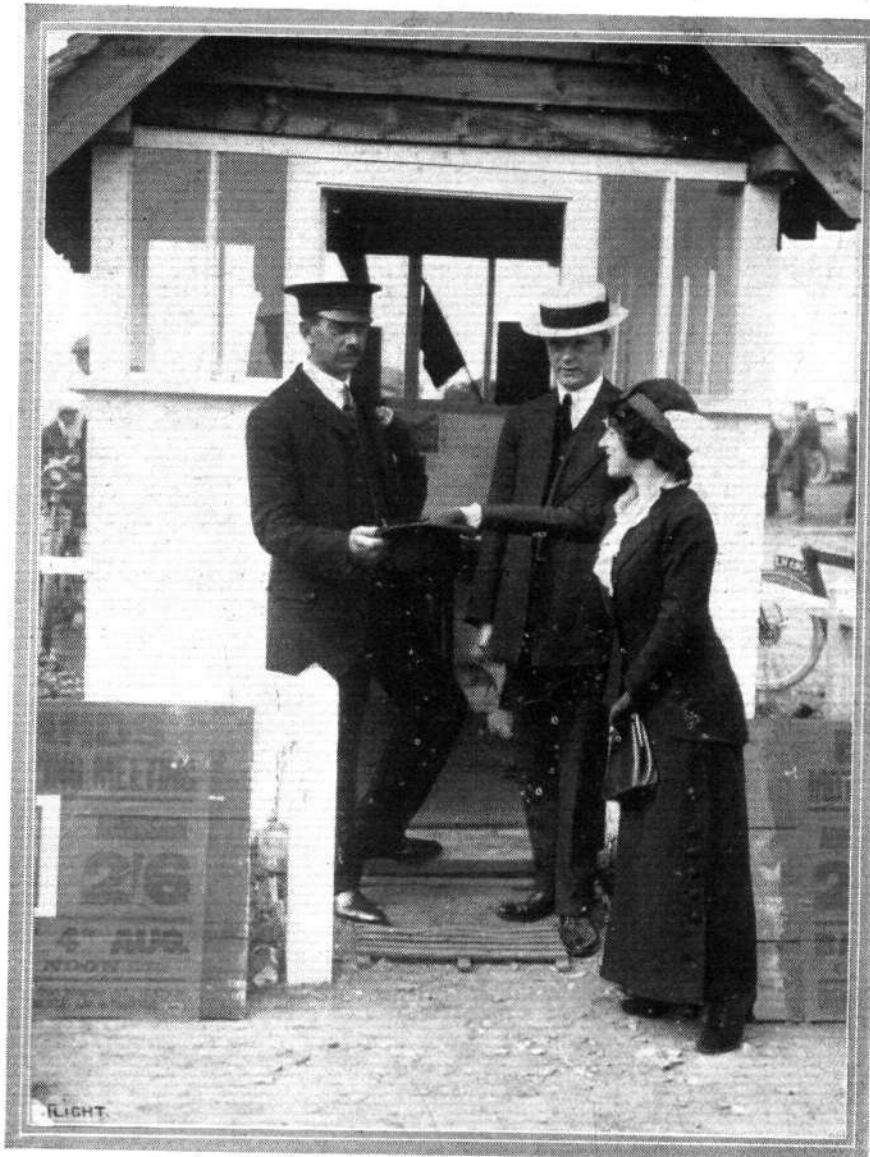
The Daily Mail Round Britain Race.

AMONG the official notices of the Royal Aero Club on page 847 will be found some further official information regarding the progress of the arrangements for the *Daily Mail* waterplane race round Great Britain. It will be seen that the first control will be at Ramsgate instead of Dover, as originally intended, while the other controls will be at Yarmouth, Scarborough, Aberdeen, Inverness, Oban, Dublin and Fal-

mouth. The Admiralty have placed the various Naval Air Stations round the coast at the disposal of the Royal Aero Club for the contest.

Mr. H. Blackburn Carries Newspapers.

FOR some time, Mr. Harold Blackburn has been doing quite a lot of flying on his 50 h.p. Blackburn monoplane at Leeds, and on Wednesday, Thursday, and Friday of last week he carried a large bundle of the *Yorkshire Evening Post* from Leeds to York, landing at the ground of the Yorkshire Agricultural Show. On the first day he had to fight his way through a gale, as is shown by the fact that he took an hour for the trip, whereas on the two following days his time was 35 mins. Each day a large crowd gathered at York to welcome Mr. Blackburn, and needless to say the papers were eagerly sought after as souvenirs.



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SUNDAY FLYING AT BROOKLANDS.—Drawing lots for the free flights amongst visitors, in which the fair sex seem to be particularly lucky.