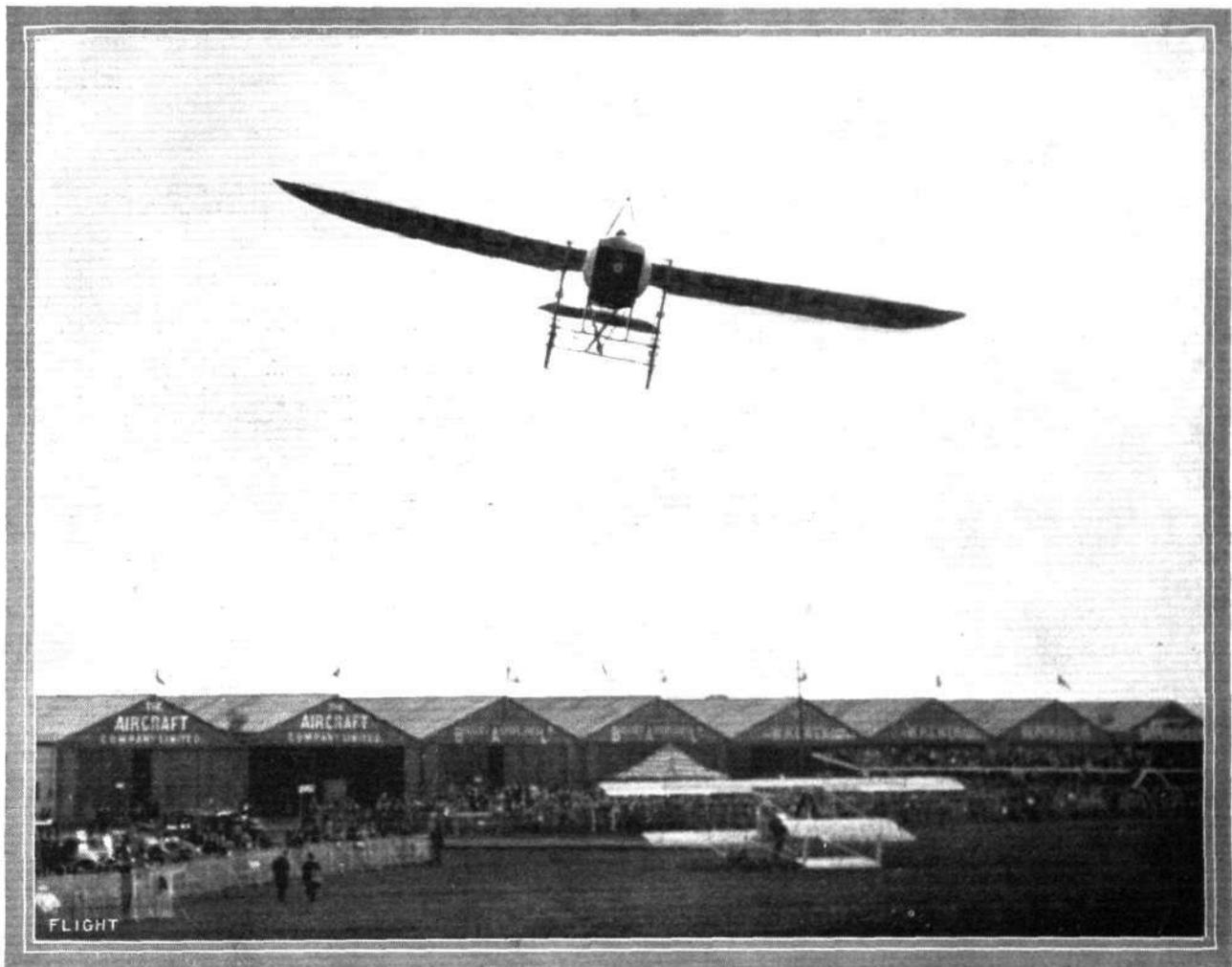


when a similar operation was performed on the Blériot Hamel flew. However, as the flag fell he shot forward, and got into the air with no apparent difficulty. That he was the favourite there was no doubt, for as he got away cheer after cheer rent the air. Many of the machines remained in view together for some time, but eventually all passed out of sight. As soon as all the competitors had got away, Beattie on the Wright, Manton on the "Daily Mail," and Birchenough on the "G.-W." 'bus got into the air one after the other. Noel then got into the pilot's seat of the "G.-W." char-à-banc, and, after taking aboard Claude Grahame-White, J. D. North, R. H. Carr, and a mechanic, was soon flying with the other machines in the air. Presently we observed two of the passengers climb out of the nacelle and make their way along the lower planes to the respective wing tips, where they sat down with their feet dangling underneath. The two other passengers in the meanwhile stood up and moved about in the nacelle, and yet the 'bus was flying steadily as ever. After this interesting demonstration, Noel ascended in the Maurice Farman, later handing it over to Grahame-White,

Barnwell was 55 secs. behind, which placed him second, 2 mins. 55 secs. after Hamel on flying time. Both machines were surrounded immediately they landed, especially Hamel's, and photographs were taken galore. After an interval of about four minutes, two more machines were seen approaching, this time biplanes. They were the Avro and Sopwith, and although the former got in first, Hawker had reduced his interval of one minute between them at starting to 23 secs., thus obtaining third place by 37 secs. flying time. Nearly four more seconds elapsed before two more monoplanes arrived; they were both Blériots, but it was not until they crossed the aerodrome that we saw Hucks was leading Brock. The next man home was Slack, 3 mins. 5½ secs. after Hucks, and having thus reduced his four minutes start to Hucks he obtained fifth place, Hucks and Brock being 6th and 7th respectively. Marty came in some five minutes after Slack, Verrier following him about four minutes after. There still remained Baumann and Lieut. Porte to be accounted for. The former had, we soon ascertained, descended



A good picture of B. C. Hucks giving exhibition flights at Hendon on Saturday.

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Birchenough, on the "G.-W." 'bus, and Beattie, on the Wright, being up at the same time. Several more exhibition and passenger flights were made by the various pilots, including a fine high flight by F. Goodden on the 35 h.p. Caudron and another demonstration on the "G.-W." char-à-banc. Shortly after 5 o'clock a biplane was seen approaching from the south-west, and many thought it was Verrier returning, having abandoned the race. As the biplane got nearer, however, it was seen that, while similar to a Henry Farman, it had a different tail. The machine descended by a number of highly banked right and left hand spirals, and when it came to rest by No. 1 pylon we saw it was the Champel biplane, with a 100 h.p. Anzani engine. The pilot and passenger turned out to be two former Hendonites—Sydney Pickles and Eric Lawford. They had come from Brooklands in about 20 mins. to see the finish of the Aerial Derby. They had not long to wait, for two specks were observed out over Mill Hill, and then the excitement commenced. The specks rapidly evolved themselves into Hamel's tiny monoplane and Barnwell's large Martinsyde—it was like a hawk chasing a sparrow. At 5 h. 26 m. 47 s. Hamel crossed the line to the accompaniment of frantic cheering.

outside Kempton owing to engine trouble, but it was not until late in the evening that any news of Porte came to hand. It appeared that he had descended three miles from Epping to ascertain his whereabouts, his compass having gone wrong, and on starting the engine, those helping to hold the machine let go, with the result that the monoplane commenced to do circles round the field on its own account with Lieut. Porte clinging to one of the wings, eventually turning right over, smashing the propeller and wings.

As soon as the excitement caused by the arrival of the competitors had subsided somewhat, some more exhibition flights were put up, and Barnwell and Hawker returned to Brooklands. The evening was by then ideal for flying, and although many of the visitors had been there from an early hour, a large number lingered behind watching the various machines performing evolutions in the dusk.

It was then that the unfortunate accident previously referred to took place. Sydney Pickles had been giving some remarkable exhibitions on the Champel biplane, making exceptionally highly-banked spirals. He was about to ascend with Capt. Tyrer, when Mrs. Stocks expressed a wish to go up, and so took her place in the passenger's seat. They made a beautiful high flight, and all went