

**Mr. Kauper Convalescent.**

IT is good news to hear that Mr. Kauper had, by Thursday of last week, so far recovered from the injuries sustained in the Circuit of Britain Race as to be able to leave the hospital at Dublin. All his injuries are healing up well.

**Mr. Harold Blackburn at Harrogate, &c.**

ON Monday, last week, Mr. Harold Blackburn, on the 80 h.p. Blackburn monoplane, left Ripon, where he had been giving exhibition flights during the week-end, for Harrogate, taking Dr. Christie, the owner of the machine, as passenger. They landed on the Stray at Harrogate, after doing the flight in 10 mins. at an altitude of about 2,000 ft. At 11.50 Monday morning, Mr. Blackburn started for a trip to Bridlington and back, with Mrs. Leigh as passenger. Mrs. Leigh, who is nearly 70 years of age, is probably one of the oldest ladies who has made such a long trip. They did the 65 miles to Bridlington in a little under the hour, having passed over York and Driffield and encircling the Bay before alighting. The return journey was started at 3.50 in the afternoon, and Harrogate reached 40 mins. afterwards.

The same evening Mr. Harold Blackburn took Dr. Christie up for a flight over the Stray, making some fine banked turns and spirals. On Thursday, Lt.-Gen. Broadwood went for a short passenger trip at Harrogate. They attained an altitude of 4,000 ft., and were flying for about a quarter of an hour. Later on Dr. Christie again accompanied Mr. Blackburn, when they did some fancy flying. Mr. Blackburn was again flying with Dr. Christie on the Friday.

On Saturday, Dr. Christie and Mr. Blackburn left Harrogate for Doncaster, where they arrived after a 40-min. flight. On Saturday afternoon Mr. Blackburn was giving exhibition and passenger flights, taking up seven different passengers during the course of the afternoon. On his first flight with Dr. Christie, he gave a very brilliant display of sharp banked turns, showing the wonderful control he has over the machine. After the exhibition they left just before dusk for Wetherby, where they were staying the night. The distance from Doncaster to Wetherby is about 30 miles. They returned to Doncaster on Sunday noon to give a further exhibition there. During the course of Sunday, about 12 passengers took trips in the machine.

**Sunday at Hendon.**

SUNDAY afternoon was gloriously fine, a large number of visitors attending. Of flying there was plenty, from early in the afternoon till late in the evening. The flights were numerous, but practically without incident, except that Hamel flew to Brooklands and back on his "penguin" Morane-Saulnier, the journey out taking 11½ mins., a speed of about 104 m.p.h. Pierre Verrier and passenger again repeated the "standing up whilst in flight" stunt, and the "G.-W." five-seater char-à-banc, piloted by Grahame-White and Louis Noel, started its first duties in taking up members of the public as passengers. The pilots who flew during the afternoon were: W. Birchenough and M. D. Manton ("G.-W." buses), Geo. W. Beattie (Wright), W. L. Brock (Blériot), B. C. Hucks (Blériot), P. Marty (Morane-Saulnier), and F. P. Raynham (Avro).

**Testing the Wight Hydro-aeroplane.**

ON Thursday, Friday, and Monday last week the Wight navyplane was out for tests, flying being carried out in all for about 15 hours. With 1,000 revolutions only of the motor the machine climbed at about 200 ft. per minute with passenger and full load. In a very gusty 15-20 mile wind the machine behaved very well,

and could get off the water with a "following" wind. When the machine was tried with two passengers in addition to the pilot, the extra weight seemed to make very little difference. When up 1,000 ft. a large number of gliding tests were made with the motor stopped, propeller stationary, and the gliding angle was very good in every case. The landings with engine stopped left nothing to be desired.

**For the Cody Memorial Fund.**

AMONG the last contributions to the Cody Memorial Fund, which is now closed, was a gift of £50 from Queen Alexandra and a donation of a hundred guineas from the Society of Motor Manufacturers and Traders. As a result of the Cody Matinée performance at the London Hippodrome, a cheque for £450 has already been paid by Messrs. Moss's Empires, Ltd., and it is expected that when the accounts are fully made up there will be another £50 available.

**Mr. Dyott Back in England.**

THE ranks of British aviators have received a welcome addition in Mr. G. M. Dyott, who is now back from the States after a series of very successful exhibition flights on the clever little monoplane of his own design which was described in these columns in our issue of April 26th last. The machine is now being overhauled and after having a new engine fitted Mr. Dyott hopes to be flying it at Hendon before very long.

**G. L. Temple Arrives Back at Hendon.**

ON his two-seater Blériot, G. L. Temple completed his journey to London on Monday. Starting up from Valines on Sunday morning, he flew to Crotoy to see some friends, and then went along the coast to Calais. Heavy fog prevented him crossing the Channel until 4.15 p.m., when, after crossing in 50 mins., he made his way to just by Tonbridge. Owing to darkness and want of petrol he landed quite close to an encampment of hop-pickers, who manifested the most lively interest in the machine. The remainder of the journey to the Hendon aerodrome was covered in about an hour on Monday morning.

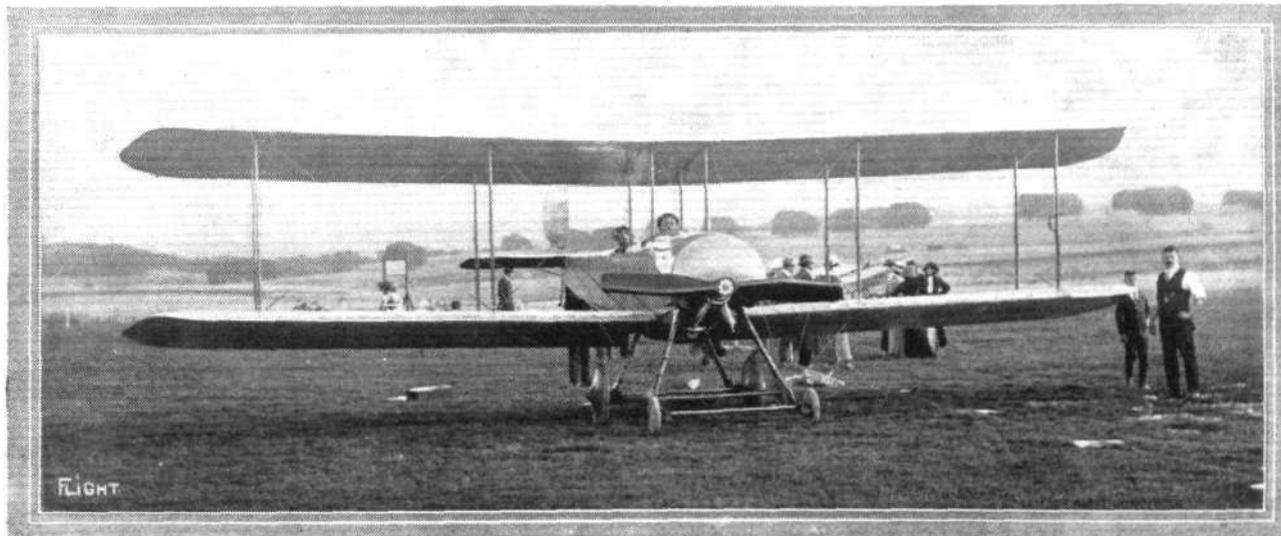
**The Possibilities of China.**

A CORRESPONDENT writing from Tientsin states that British manufacturers of aeroplanes ought not to neglect China as a market. It is said that there are two things that every Chinaman loves—a clock and kite flying—and as the Chinese become excellent mechanics in a very short time, there is no reason why they should not take to flying even more readily than they have done to motor-ing especially as the flyers would not be tied down as the motorists are by bad roads. Although the Government coffers are empty, there is a good deal of money in the hands of private Chinese, as is evidenced by the large number of motor cars which are being purchased. Our correspondent offers to help British manufacturers with any information he possibly can give and we shall be pleased to put those who are interested in direct communication with him.



**AERONAUTICAL SOCIETY OF GREAT BRITAIN.**

**Election of Fellows.**—As a result of the ballot for Fellowship, the following have been duly elected Fellows of the Aeronautical Society:—Horace Darwin, F.R.S.; W. H. Dines, F.R.S.; J. W. Dunne; Dr. R. T. Glazebrook, F.R.S.; Sir George Greenhill, F.R.S.; Col. H. C. Holden, F.R.S.; Alec Ogilvie; and Dr. W. N. Shaw, F.R.S. BERTRAM G. COOPER, Secretary.



ONE OF THE NEW 80 H.P. BRISTOL TRACTOR BIPLANES ON SALISBURY PLAIN,—In the machine are Messrs. Pixton and Iullerot, who are just off for a trip.