

Schneider. The British Empire will be represented in this Race by the Sopwith Aviation Co., Ltd., and Mr. John Carbery.

In the Aerial Rally, which also forms part of the programme, Messrs. Farman have entered M. Pierre Verrier, the well-known Hendon pilot. M. Verrier will make the flight from Hendon to Monaco, via Calais and Dijon, some time between April 1st and 15th.

At the Monaco Aviation Meeting the Club will be represented by

the following officials:—Mr. Harry DeLaCombe, Mr. N. C. Neill, Mr. G. Holt Thomas, and Mr. H. E. Perrin (Secretary).

Presentation to the Club Library.

Mr. Gustav Hamel and Mr. C. C. Turner have kindly presented to the Club Library a copy of their book "Flying, Some Practical Experiences."

166, Piccadilly, W. HAROLD E. PERRIN, Secretary.

FROM THE BRITISH FLYING GROUNDS.

Royal Aero Club Eastchurch Flying Grounds.

Raining all day Monday last week; no flying.

Tuesday, two Shorts, two B.E.s, two Avros at work. Commander Samson returned from Battle on Short tractor; Lieut. Briggs from Eastbourne on Blériot. Lieut. Marx left for Hendon on Caudron, returning at dusk. Lieut. Spenser Grey arrived on 90 h.p. Sopwith tabloid from Hendon about 3 p.m. J. Alcock arrived on 150 Sunbeam-M. Farman from Brooklands.

Wednesday, Short tractor 140 h.p., Commander Samson; Short 3, two other Shorts, 80 and 100, two Avros, Caudron, 80 Gnome-Deperdussin, two Sopwiths, M. Farman, H. Farman up. Three other pilots up for altitude, Lieut. Briggs topping the list, and incidentally getting the British height record, 15,000 ft. on the 80 Le Rhone-Blériot; when he descended he was hardly recognisable, his face being very badly swollen owing to the intense cold.

Thursday, wet first thing, afterwards fine. H. Farman, Sopwith, Avros, and Short machines up. Friday, wind and rain, but Short machine was up. Saturday and Sunday, gale.

Civilian Flying.—Tuesday, The Hon. M. Egerton made two flights in usual good style. Prof. Huntington, one flight.

Brooklands Aerodrome.

Monday, last week, no flying was possible, but on Tuesday the Vickers and Bristol schools were at work during the most favourable portion of the day. Mr. Merriam is now back at work at the Bristol School, and was flying in quite his old form. The wind varied between zero and 32 m.p.h.

Mr. Halford made a couple of flights on Wednesday up to 1,000 ft. on Bristol biplanes. The Bristol and Vickers pupils were busy. The new Martinsyde monoplane underwent a fine test up to 7,000 ft. for half an hour. Mr. Barnwell was out on the 70 h.p. Vickers biplane. Mr. J. Alcock returned from Eastchurch on Mr. Coatalen's Maurice Farman (100 h.p. Sunbeam) biplane at 3,000 ft. with a passenger. In the afternoon, the Vickers and Bristol schools were at work. Mr. Merriam made a fine solo flight on a Bristol biplane. The Martinsyde monoplane was again flying well with passengers, amongst whom was Mr. Dukinfield Jones. The wind did not rise higher than 19 m.p.h.

On Thursday no flying was possible in the day time, but tempted out shortly before midnight by the glorious moonlight, Mr. J. Alcock made a cross-country flight with a passenger (Mr. F. L. Bailey) up to 2000 ft., concluding with a very fine spiral landing. The next day there were many enquiries as to the identity of the pilot, some people evidently taking the machine for a "scare plane"!

On Friday, Saturday, and Sunday no flying at all was possible owing to the gales and rain.

Bristol School.—Rain and wind all day Monday, last week.

Merriam for a good high test early Tuesday, afterwards taking Sergt. Deane up to nearly 2,000 ft. around surrounding country, pupil having control most of the time, during half hour's flight. Later behind same pupil on several straights. Afternoon too windy.

Wednesday, 6.30 a.m., Halford two long test flights to 1,000 ft. before pupils arrived. Then took Sergt. Deane on circuits, afterwards behind him twice on straights and landings. Mr. Racine-Jacques twice out doing several straights, solos. Merriam up later, but was too bad for tuition. Afternoon, Merriam and Halford testing machines, afterwards the former instructor behind Sergt. Deane on straights. Too bumpy for further tuition.

Thursday, early, blowing a gale and raining hard. Flying impossible all day, and the same up to Saturday.

Vickers School.—Tuesday last week, Instructors Knight and Elsdon on biplanes with Lieuts. Acland, Mansergh and Leighton. Barnwell with Comte Fitz-James (new pupil).

Wednesday, Barnwell, Knight and Elsdon on biplanes with Messrs. Wilberforce Hurst, Duncan and Murray; also with Lieuts. Acland, Mansergh, Leighton, Capt. Phillips and Comte Fitz-James.

Sunbeam Activity.—J. Alcock on Maurice Farman with 100 h.p. Sunbeam engine, at Eastchurch, and flew for one hour with passenger. On Wednesday, Alcock flew to Brooklands, with Mr. W. Ranger as passenger, first half of journey being very foggy. On Thursday he made a fine moonlight flight with Mr. F. L. Bailey as passenger, going across country over Walton and Staines at a height of 2,000 ft., landing with a fine spiral and *vol plané*. The ascent was made at 11.15 p.m., and he was flying for half-an-hour.

Liverpool Aviation School, Waterloo.

On Monday last week, J. Crean, a new pupil, was out rolling for

the first time, putting in two hours early and another two in the evening. Considering he is quite unacquainted with any form of motor driving, he handled the machine remarkably well.

On Wednesday Melly was out trying the new 70 Isaacson engine on his two-seater, doing a couple of flights of 7 and 5 mins., but the rest of the week has been quite unfavourable for any trials, though the machine is now thoroughly tuned up.

London Aerodrome, Collindale Avenue, Hendon.

Grahame-White School.—Tuesday, last week, Messrs. Kershaw, Cowley, Parker and Prince Sapiha circuits with Mr. Howarth in passenger seat. Messrs. Graham, Norris, Bjorkland, Lillywhite, and Lieut. Lindop solo circuits. Mr. Robinson (new pupil) trial flight. Wednesday, Mr. Tapps circuits with instructors Howarth and Cripps in passenger seat. Messrs. Lillywhite, Bjorkland, Graham, and Lieut. Lindop solo circuits.

W. H. Ewen School.—It rained all day Monday, last week.

At 7 a.m. on Tuesday, Mr. Goodden made a test flight, after which Mr. Bankes-Price did circuits at 200 ft., and Mr. F. Curtis straights. Mr. Warren test flight on 35 h.p. Caudron No. 1, Mr. G. Carruthers straights. At 4 p.m. Mr. Goodden test flight, after which Mr. Murray and Mr. Bankes-Price did circuits. On 35 h.p. Caudron No. 1, Mr. Verney first lesson in rolling.

At 6.45 a.m. on Wednesday, Mr. F. W. Goodden made a test flight on *brevet* machine, after which Mr. D. G. Murray went through the first half of his *brevet* tests in excellent style. On the 35 h.p. Caudron No. 1, Messrs. Carruthers, Garvin, and Curtis straights, Mr. Verney rolling. Four p.m., Mr. Goodden test flight. Mr. Murray passed altitude flight for R.Ae.C. certificate in good style. Mr. Bankes-Price circuits at 500 ft. Mr. Warren test flight on 35 h.p. Caudron No. 1. Messrs. Curtis, Garvin, and Carruthers straights with good landings. Mr. Verney rolling.

It was too windy on Thursday for pupils' practice. In the afternoon, Mr. Goodden made excellent exhibition on 45 h.p. Caudron.

Hall School.—Although the past week was very windy and wet, the pupils managed to make good progress. On Tuesday Messrs. Palmer and Brookes made some very good circuits, and Virgilio and Gering straight flights. In the evening A. L. Brookes made two circuits at 100 ft. and then made excellent figure eights at 150 ft. L. Palmer (who has only been at school three weeks) made some good circuits at 80 ft., and is now ready for figure eights. Messrs. H. Gering, A. F. Arcier and Virgilio made very creditable flights at 40 ft. and are improving very rapidly. T. Gore, new pupil, was making good progress in rolling. New pupil, B. Haines (a scholar at The Merchant Taylors' School), has joined school. Miss Sophie d'Elsa, who has been absent from school for some time, is re-commencing practice next week. In spite of the awful weather experienced lately, J. L. Hall has made several trips on Avro. L. Palmer and A. L. Brookes have both shown good progress and aptitude, especially the latter, who should soon qualify for *brevet*. Messrs. H. Gering, Virgilio and Arcier are also "making good," and are ready for circuits. H. C. G. Allan, who has been supervising the rebuilding of his 35 Blériot, is now ready to complete his tuition and apply for certificate.

Salisbury Plain.

Bristol School.—Monday, last week, snow storms and rain.

Tuesday, Busted climbing test on scout machine. Busted and Mr. Stutt, testing bomb-dropper. Voigt two trials, then tuition to Mr. Hay (1) Lieut. Bolitho, Lieut. Barrett, Lieut. George, (3 each). Weather fairly good till 9 a.m. then very windy after.

Busted, on scout machine up for 10 mins. Tuesday evening. Jullerot on 80 h.p. tractor up for 5 mins. Wind too gusty for school work. Jullerot and Mr. Delaplane on 80 h.p. tractor. Busted and Lieut. George on 80 h.p. tractor. In both cases too bumpy for testing bomb-dropper. Busted tuition to Lieut. George and Lieut. Barrett. Jullerot tuition to Lieut. George (2), Lieut. Barrett (2), Lieut. Bolitho (2); then storm again.

Busted three flights, Wednesday morning, on the scout machine for climbing tests. Jullerot tuition to Mr. Delaplane on 80 h.p., then to 2,300 ft., test bomb-dropper. Voigt trial, then tuition to Lieuts. Barrett and George. Lieut. Barrett first solo—300 ft. Mr. Delaplane first solo on 80 h.p., 10 mins. at 1,000 ft. (good). In evening windy till half-past five. Then Busted speed and climbing tests with two different propellers. Mr. Delaplane one solo, 20 mins. at 1,500 ft., good *vol plané*. Starts 15 mins. at 1,000 ft. Friday and Saturday, heavy gales and hail storms.