

AIRISMS
FROM THE **Four Winds.**

OUR aeroplanes are the eyes of the Army, whereas formerly, they were only considered as spectacles.—*Whipped Topics.*

WITH Lord Curzon a member of the War Cabinet, and Lord Sydenham's resignation in, as a member of the Air Board, but little substance is left to distribute. All the easier for the Air Minister to get going right away. It is to be hoped, for obvious reasons, that the gratuitous suggestion of the *Daily Mail* towards fresh complications by advising the construction of service machines by the Services will be appreciated at its proper value. It would truly be a case of out of the frying-pan into the fire.

Is it ——— or ——— ?

No, certainly not the "or," whose press agent must have allowed his advocacy to outstrip his discretion in some quarters last week.

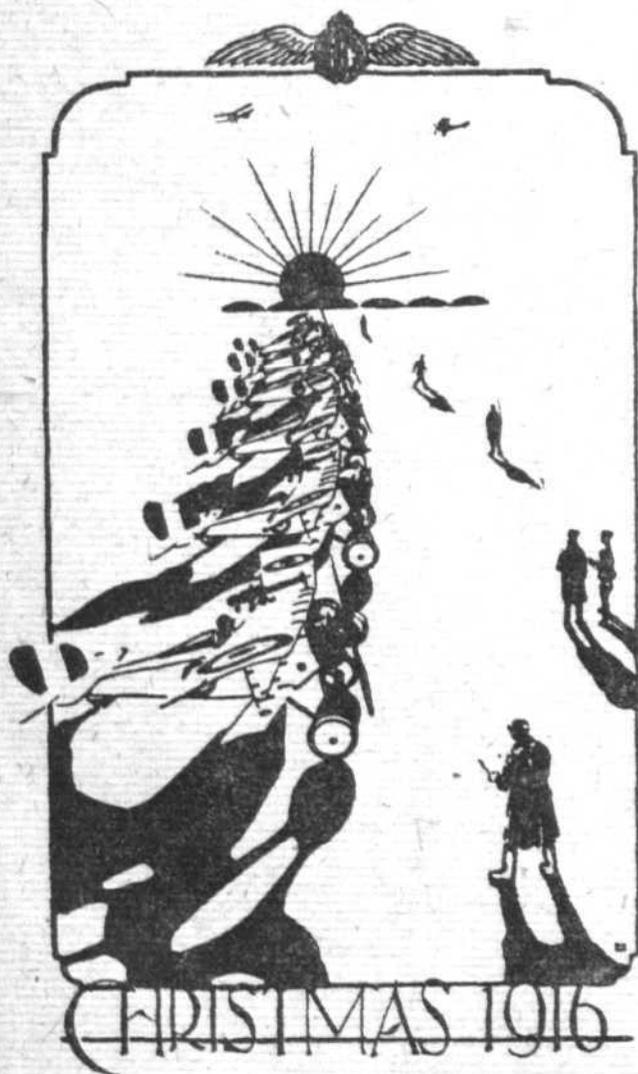
NOT unexpected keen interest in the results of our air work is evinced by both King George and Queen Mary. One intensely practical form of this is in the very remarkable collection of aerial photographs secured in active aerial reconnaissance by the R.F.C. over the enemy's lines and the country occupied by him. A goodly selection of these was last week exhibited to their Majesties at Buckingham Palace, under the direction of Major C. D. M. Campbell, of the Directorate of Air Organisation.

THE United States are making a big bid to make up for past slackness in air development, and no doubt by the time our little troubles this side are over, the home of the Wright Brothers will be well on the road to aeronautical efficiency. Not unnaturally, out there most attention is being given to the practical utilisation of the aeroplane, although even the United States Government is realising it is time they did something to put themselves into line with modern practice. Amongst the more promising commercial suggestions is one that regular air mail services between New York and Chicago should be instituted. In this connection it may be worth noting that it is estimated that the average time for the flight of 720 miles would be seven hours. The fastest train takes more than 20 hours to cover the distance between the two cities.

MR. CHARLES BRIGHT, a member of the recent Air Enquiry Committee, was intensely keen in regard to all practical matters which concerned that Enquiry, and he probably took more trouble to become thoroughly versed in the why and the wherefore of aerial navigation than all the rest of this Judicial Committee put together. It is refreshing to have from Mr. Bright his views as to folk being "too old at 40" to take to the air. In quoting the late Lord Lucas, who lost his life in the air, by way of his text, Mr. Bright states the fact that he himself has "taken to the air," as a passenger, when over 50 years, and from his personal experience "would strongly recommend flying to more or less elderly people for its recuperative effects and as a capital antidote to insomnia. Permit me also to commend it to members of the Parliamentary Air Committee and others interesting themselves in aviation. One learns more about aviation by personal experience in the air than can be learnt in any other way. Indeed, I would not now venture on a pronounced opinion on some much-disputed points unless I had satisfied myself by direct personal investigation. Looking ahead to the days when international intercourse by air will be far more common than it is at present, there seems no reason why elderly aerial special constables should not act as coast patrols. Those of doubtful age should, in actual fact, be even more ready to risk their lives than young fellows with everything before them; and I cannot help thinking that an opening should be made for the older type of airmen as instructors and patrols, especially in view of the shortage of the former."

THE venue of Lady Drogheda's aeronautical "Picture Show" has now been definitely settled. It is at the Grosvenor Gallery, where the valuable and big collection of pictures and photographs, ancient and modern, including a supremely interesting selection of aerial reconnaissance photographs from the front, will be displayed. January 8th is the "hanging" day, and it is hoped to be ready for the public by about the 12th. It should be one of the most attractive exhibitions in London while it lasts, and afford an opportunity to the public to become conversant with the "art" of aviation without having to rise from *terra firma*. Moreover, by way of reminder, the entire proceeds will go to swell the funds of the Royal Flying Services Fund and other worthy objects which are dear to the heart of Lady Drogheda. Our advice is: Do not miss a visit to this unique display.

MR. LLOYD GEORGE has expressed his appreciation of the efforts of the Overseas Club, which have already resulted in over 80 aeroplanes being presented to the R.F.C., and hopes, moreover, that their "ambition of an Imperial Air Fleet of 100 units will be realised." Which it will, judging by the



The very original and quaint Christmas greeting card for 1916 which has been used by the Royal Flying Corps this year. The long deep shadows well carry out the idea of the aeroplanes being lined up ready to start in the early morning, with the sun just getting up behind the sheds. For those who may not recognise the work, the tiny hieroglyphics in the right-hand bottom corner represent the initials of Flight-Commander Roderic Hill, D.S.O., whose work is so well known to our readers.