

Commander Grieve on Friday next at a luncheon at the Savoy Hotel.

It was with great relief that London heard the news on Sunday afternoon that Hawker and Commander Grieve had been saved. After a week of waiting it seemed as though the news could not be true.

The official news was made known by the following message from Lloyd's :—

" May 25.—No. 1.

" Lloyd's signal station at Butt of Lewis telegraphs this morning as follows :—

" Danish steamer *Mary* passing eastwards signalled following :—' Saved hands Sopwith aeroplane.' Station signalled :—' Is it Hawker ?' Steamer replied :—' Yes.'

" Note.—The Danish steamer *Mary* left New Orleans April 28 for Horsens (Denmark)."

Steps were immediately taken by the Admiralty to intercept the *Mary* and the airmen were embarked on the destroyer *Woolston*, the Air Ministry announcing :—

" The Admiralty reports that the destroyer *Woolston* has intercepted the Danish steamer *Mary* and has embarked Hawker and Grieve. They will be landed at Thurso."

At a later hour the following further statement was issued by the Air Ministry :—

" The Admiralty reports that Mr. Hawker and Commander Grieve have arrived on board H.M.S. *Revenge*, where they will sleep. They will leave by destroyer tomorrow and catch a train which is due to arrive at King's

Cross at 7 p.m. on Tuesday. They were picked up at Lat. 50° 20' N. and Long. 29° 30' W., having alighted close to the steamer owing to a stoppage of circulation in the water pipe between the radiator and the water pump. The aeroplane was not salvaged. Both airmen are in perfect health."

The airmen were thus picked up quite near to where they had been sighted by the *Faraday*, and something over 1,100 miles from St. John's.

The *Daily Mail* received the following message from Mr. Hawker :—

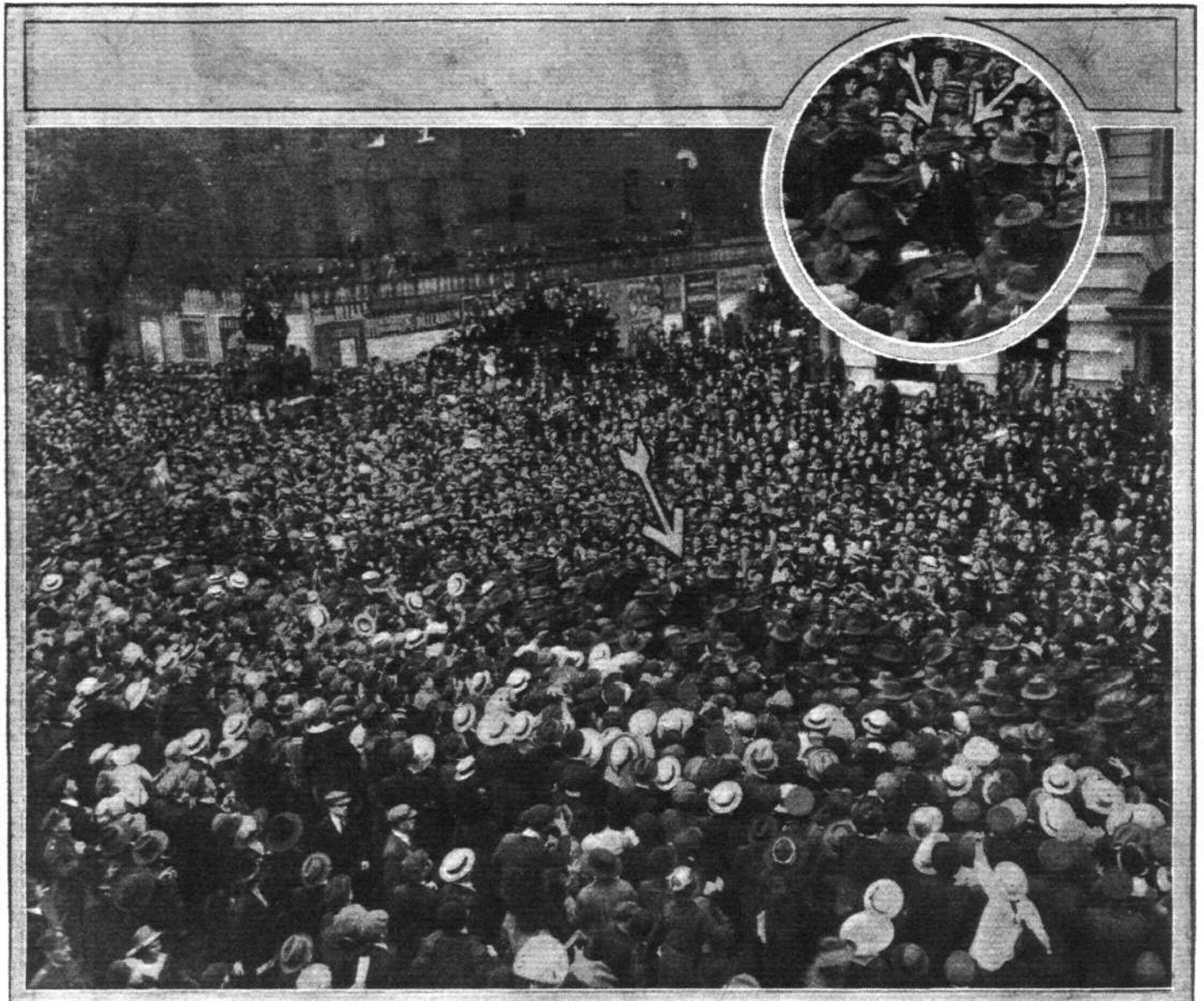
" H.M.S. *Revenge*, Scapa, May 25, via Aberdeen, 10.35 p.m.

" My machine stopped owing to the water filter in the feed-pipe from the radiator to the water-cock being blocked up with refuse, such as solder and the like, shaking loose in the radiator.

" It was no fault of the motor (Rolls-Royce). The motor ran absolutely perfectly from start to finish, even when all the water had boiled away. I had no trouble in landing in the sea. We were picked up by the tramp ship *Mary*, after being in the water 1½ hours."

For a terse description of what happened, we cannot do better than quote Mr. Hawker's story as given to the *Daily Mail* on his arrival at Thurso on Monday. Mr. Hawker said :—

" We had a very difficult ground to rise from on the other side. To get in the air at all we had to run diagonally across the course. Once we got away we climbed very well, but



"Flight" Copyright.

The arrival in London of Mr. Hawker and Commander Mackenzie-Grieve on Tuesday evening.—Scene outside King's Cross Station. Note: The two aviators (indicated by an arrow, Mr. Hawker "crowned" with an Australian military hat, and Commander Mackenzie-Grieve hatless) are supposed to be proceeding through the crowd in a motor car. Puzzle, find the car! The inset is an enlargement of the section of the crowd with the two aviators