

Fig. 54.—Performance increase.

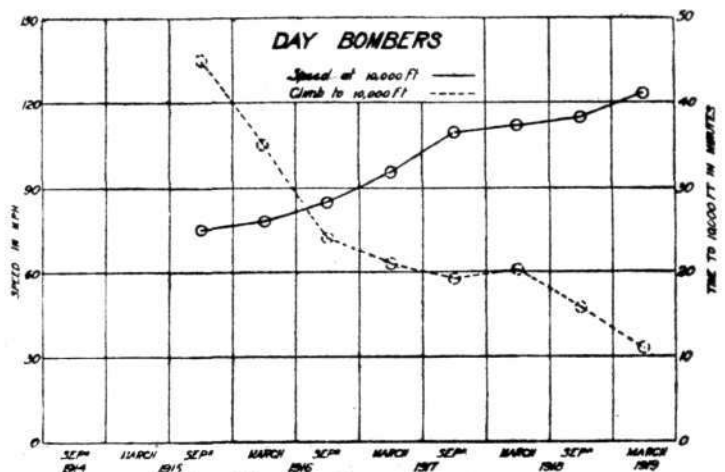


Fig. 56.—Performance increase.

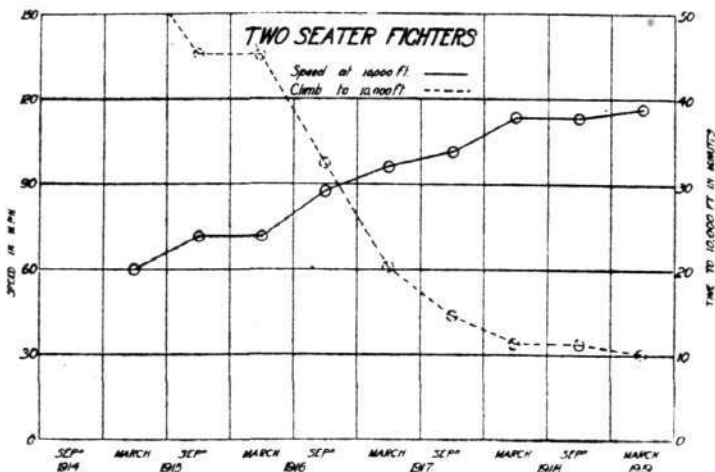


Fig. 55.—Performance increase.

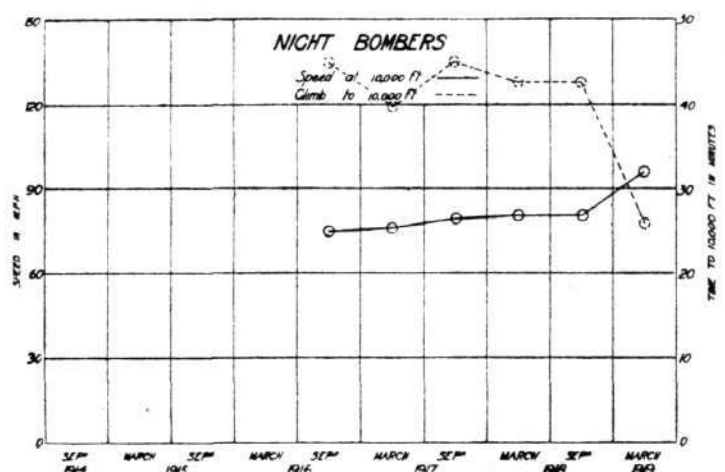


Fig. 57.—Performance increase.

I have to express my deep debt of gratitude to Lieut.-Col. Ogilvie and his partners, Messrs, Bristow, Pippard, and Watts, for their invaluable assistance in the preparation of the paper, also to Gen. Seely, Under-Secretary of State for

Air, for permission to use the photographs of the different machines, and finally to the different aeronautical contractors for permission to use the photographs of the different machines.

Fatal Accidents

WHEN leaving Cranwell aerodrome for Liverpool on July 31, a machine, piloted by Sec. Lieut. W. A. Roberts, during a steep bank, side-slipped and crashed to the ground. The pilot and passenger, Sec. Lieut. E. Ireland, were killed.

A verdict of "Accidental Death" was returned at the inquest on Lieut. Lupinsky, a Russian flying officer, who, on July 26, was struck by a propeller and killed on the Doncaster aerodrome when preparing to return to Tadcaster.

Triple Fatality at Hendon

ON July 18 Lieut. R. C. Cain, D.F.C., Corpl. J. Gammie, 1st Aircraftsman H. T. Griffiths, were killed at Hendon. They had started off on a D.H. 10, and when the machine was turning, at a height of 150 ft., it dived to the earth. The accident was ascribed to an error of judgment on the part of the pilot, and the jury returned a verdict of "Accidental Death."

The Lost N.S. 11

ON July 28 a body was washed up at Salthouse, on the Norfolk coast, and later identified as that of Sergt. C. H. Lewry, the second coxswain of the wrecked airship N.S. 11. At the inquest at Cromer, no fresh evidence was forthcoming as to the cause of the disaster, and the coroner's verdict was "Found dead on the beach after being washed ashore from the wrecked airship."

British Officer Killed in Italy

A BRITISH aeroplane, described as Caproni F 304, proceeding from London, via Marseilles to Egypt, fell into the sea off the coast of Italy, about a mile from Monterosso, near Cape Mesco, on the evening of July 26, apparently owing to motor trouble.

Lieuts. Adams and Collings, and Sergts. Ascolis and Banour, were on board, and, with the exception of Lieut. Collinge, were able to free themselves from the machine and kept afloat. Unfortunately, the pilot, Lieut. Collinge, was fastened in the machine, and though he was eventually released by the efforts of his companions, he was greatly exhausted, and, despite all assistance, expired soon after being taken ashore.

The Caproni Disaster

So far no definite information has been received as to the cause of the crash of Caproni machine at Verona on August 2, but from stories of eye-witnesses something went wrong with the wings, which appeared to flutter and then to collapse. Several of the passengers jumped, but everyone on board was killed. It is believed that the total number of persons on board was 14, including two pilots, Lieut. Luigi Ridolfi and Lieut. Marco Resnati; five prominent journalists, Sig. O. Cipriani, T. Zanghieri, Bruni, Bisi and Morgagni, and seven mechanics from the Caproni works. The machine, a large biplane, was fitted with three 200 h.p. motors. It left the Taliedo aerodrome, near Milan, at 7.30 a.m., and landed at Venice at 9.22. The return journey was started at 5 p.m., and when the disaster occurred the machine was flying over the Verona aerodrome at a height of 3,000 ft.

Memorials to Vedrines

A COMMITTEE has been formed in Paris to erect memorials to Vedrines at Villacoublay and at St. Rambert-d'Albon, where he met his death. It is also proposed to raise a fund for the benefit of Vedrines' children.

Kronstadt Bombed

WORD comes from Helsingfors that eight British aeroplanes flew over Kronstadt at 3.15 a.m. on July 30 and bombed the forts. All the batteries replied, the firing lasting 40 minutes. At 8.15 a.m. two more aeroplanes flew over the fortress and also met with a hot reception.

Large German Aeroplane Seized

From a message from Vienna it appears that a German aeroplane—R 39—on arriving at the Aspen aerodrome, near the Austrian capital, on July 31, was seized by the Allied military authorities, who placed it under the charge of the Italians. The machine, which carried 22 passengers, is stated to belong to a German aerial navigation company, and to have flown from Kamenet-Podolsk (Ukraine), a journey of about 480 miles.