

proud, and as regards her construction, which naturally there was little opportunity to examine in detail, Goodden expresses the opinion that she is "as strong as a house," and, knowing him as I do, I am quite willing to take his word for it.

x x x

On Sunday Goodden, by way of giving another demonstration of the capabilities of this machine, went up, and did one of the finest loops it has ever been my good fortune to see. What impressed me most was the size of the loop, which seemed much greater than one is accustomed to see. There was no flapping out of the top of the loop and no perceptible deceleration on the upward sweep or mad tumble on the downward portion. The speed appeared nearly constant throughout the whole loop, although it could not, of course, have been absolutely so.

Shortly after landing on Saturday, Goodden went for a short spin on one of the little 35 h.p. L. and P. biplanes which must have felt a little strange after the B.E., but on which he nevertheless managed to do a very pretty flight. Although he is by no means a light weight, Goodden said he had difficulty in keeping the machine from climbing, which speaks well for the little biplane as well as for the Anzani engine.

x x x

Speaking of the L. and P. biplane reminds me that one of the pupils of this school, Mr. C. Collett of New Zealand, obtained his "ticket" the other day after only 3½ hours' tuition. He had only been at the school for about three weeks. Considering how many of them have

passed through the school stage quickly and turned out really fine pilots, it would seem that our cousins from the Southern Hemisphere have a peculiar aptitude for learning to handle the control lever.

x x x

The Ruffy school at Hendon has received a valuable addition to their staff, for I hear that M. E. Baumann, who, as my readers are aware, has been doing such good instruction work at the Beatty school, has become interested in the Ruffy firm, where he will in the future act in the capacity of chief instructor.

M. Baumann has, of course, had a lot of experience on the Caudron biplanes, as he obtained his *brevet* on one of these machines, and later acted as instructor at the school. Assisted by the James brothers, Baumann should indeed be a tower of strength in initiating pupils into the ways of the Caudron biplane.

x x x

I do not happen to know who at present holds the record for the shortest period of tuition, or whether it still stands to the credit of Lieutenant N. Pemberton-Billing (his would assuredly take a lot of beating), but a very creditable performance was that of one of the pupils at the Hall school, Mr. J. Lloyd Williams, of the Public Schools and University Corps, Royal Fusiliers, who has just obtained his *brevet* after only 163 minutes, or 2 hours 43 minutes, tuition, covering a period of 13 days. Mr. Lloyd Williams was in camp at Epsom with his Battalion, and was therefore only able to attend the school once or twice a week, having to obtain special permission from his commanding officer each time. The "ticket" was a very good one, and in the altitude test the barograph registered 1,650 ft. By the way, I hear that quite a number of the members of this corps have joined, or are joining, the R.F.C., so that we may expect to hear further of some of them if Mr. Lloyd Williams may be taken as a fair example of the corps.

"ÆOLUS."

⊗ ⊗ ⊗ ⊗

U.S. Consul at Dunkirk Protests.

WRITING from Boulogne on the 29th ult., a *Daily Telegraph* correspondent said that Mr. Benjamin Morel, American Consul at Dunkirk, has sent a protest concerning the recent air-raids made by the enemy on that town to the American Ambassador at Paris, in the following terms:—

"One of the bombs thrown last Friday on Dunkirk fell at a distance of two yards from my house, killing and inflicting serious injuries on several persons. My son and myself, who entered our house at that moment, just escaped being killed. I was hurt on the head by falling glass. The number of bombs thrown by the Germans, and the height, about 2,000 metres, at which the aeroplanes were, seem to prove that the missiles were thrown at hazard."

How to Combat Raiders.

In a letter to the *Daily Chronicle* on the 2nd inst., Mr. J. Cathcart Wason, M.P., made the following suggestion as to a method of dealing with raiders:—

"While the magnificent courage and tenacity of our Fleet fills our hearts with praise and thanksgiving, further measures and precautions might yet be taken. Our fishing population is very sore pressed at the present time, and has been since the war began. Hundreds of trawlers and steam drifters are rusting, and the hardy seamen furnishing their crews are hard pressed to keep their families going.

"The Government might enlist the services of such ships and crews, put a responsible officer in charge, wireless apparatus and suitable guns, in addition to a fair wage, give a very substantial bonus for every submarine sunk or airship or Zeppelin brought down, and I think, very shortly, we would clear the seas of those who recognise no law, human or Divine, except that of 'Frightfulness.'"



Copyright, F. N. Birkett, from the F.N.B. Series of Aviators.

Mr. J. Lloyd Williams, who took his ticket at the Hall Flying School, Hendon, in 163 mins.' actual training time spread over 13 days.