



Photos by Mr. M. Pirakis.

A COUPLE OF THE ARMY BIPLANES AT FARNBOROUGH.—On the left Lieut. Mackworth, and on the right Capt. Rayleigh in the pilot's seat prior to an early morning trip over the Common.

Flying at Hendon to-day.

THE attractive programme arranged for the Naval and Military meeting which is to take place at the London Aerodrome, Hendon, to-day, Saturday, foreshadows some excellent flying. According to the programme the opening item at 3 p.m. is to be a review of aeroplanes by the representative of the Secretary of State for War, while actual flying is to open with the Cross-country Bomb-dropping Handicap for a gold cup offered by Mr. H. Knox. The competitors will have to fly twice round a mark about four miles from the aerodrome, dropping the bombs on the completion of the first round. Then will follow the preliminary heats for the open Speed Handicap, after which there is to be a cross-country handicap twice round a triangular course of 12½ miles. This and the other cross-country handicap will only be open to naval, military and territorial officers. Exhibition and passenger flights will follow, as well as a quick dismantling and erecting test and a military aviation display. At 5.45 the final of the speed handicap is to start, after which there will be more exhibition work.

Technical Instruction in Aeronautics.

ENTERPRISE is the keynote of the policy pursued by those responsible for the educational side of the work at Northampton Institute. If any evidence of this were needed it is surely shown by the special courses of lectures and classes in aeronautics which have been arranged for the winter session which is now commencing. Not only so but an elaborate equipment, including a wind tunnel, &c., have been provided so that experimental and laboratory work may be carried on in a way which is not possible at any other institution of the kind in London. The lecturers are Mr. Handley Page and Mr. R. O. Boswall. These unrivalled arrangements should prove of inestimable value to all serious students of aeronautics and it is sincerely to be hoped that they will be adequately supported so that they may be continued and further developed in future years.



FOREIGN AVIATION NEWS.

Etampes to Biarritz on a Blériot.

BARON PASQUIER on his Blériot monoplane on the 17th inst. toured from Etampes to Biarritz by way of Orleans and Poitiers. He made a stop at Royan, and completed the remaining 250 kilom. of his 650 kilom. journey in the afternoon. Two days later he flew along the coast to Hendaye and after giving an exhibition above the town, started to fly back. He had a fall, however, but with no serious consequences to either pilot or machine.

Another Blériot Special Pilot.

FOR his 200 kilom. triangular test, with two landings, for his superior *brevet*, Lieut. Adam Givonne, on the 17th inst., covered the course Etampes, Vendome, Cercottes Camp and back to Etampes.

Another Successful Rotary Engine.

SPLENDID success has attended the trials which have been carried out at the Hanriot school at Betheny with the new Rossel-Peugeot rotary engine. With a Hanriot monoplane fitted with a 50-h.p. Rossel-Peugeot motor, Bielovucic has made several long flights, including one of two hours on the 19th inst. One of these motors has just been installed in M. Ducrocq's Hanriot school biplane at Brooklands and has given extraordinary results.

More Farmans for Italy.

BY way of concluding the tests of a batch of Farman biplanes built to the order of the Italian Army, Bernard was flying at Buc

The Value of the Helmet.

STRIKING testimony to the value of a safety helmet is forthcoming as the result of an accident which befel Mr. Cyril Foggin, at Eastbourne Aerodrome, on Tuesday. When flying a new machine, with the controls of which he was not quite familiar, Mr. Foggin encountered a sideslip from a height of 60 ft. The machine overturned and pinned the pilot underneath, and he had the uncanny experience of hearing people running up and shouting "he's dead, he's dead." He was able to crawl from under the machine, and although shaken somewhat, was unhurt. There was, however, a dent 2 ins. long in the helmet which it was evident had saved the aviator's life.

The Engine of the Cody Winner.

IN view of its success on the Cody biplane in the Military Trials there are doubtless many people who would like to make a more intimate acquaintance with the Austro-Daimler engine which did so well. An exact duplicate is now on view at the Showrooms of the Austrian-Daimler Motor Co. in Great Portland Street, W., and the firm extend an invitation to all lovers of engineering to inspect it and to have the many special features embodied in its design and construction explained.

Avro School Goes South.

THE Avro School, which has hitherto been located at Brooklands, has secured new quarters at the Shoreham Aerodrome, near Brighton. They are also going still further south as, following an order from the Portuguese Government, it is intended to found an Avro school in Portugal.

An Indian Flying Corps.

IN order to forward the formation of a Flying Corps for India, it is understood that the War Office will allow officers serving in India, or in the Indian Army, to be instructed at the Central Flying School, or to be posted to the Royal Flying Corps.

on the 18th on one of them for an hour and a half. Needless to add all the machines easily passed the tests imposed.

From Villacoublay to Compiègne for Lunch.

ON his altitude-record Borel monoplane Legagneux, on the 19th inst., flew over from Villacoublay to Compiègne, in order to have lunch with his partner, Martinet. The outward journey took three-quarters of an hour, while the return trip occupied ten minutes less.

Flying in Company.

RETURNING to their headquarters after the manoeuvres, Lieuts. Massol, Bellemois and Gaubert on single-seater Blériots, and Sergeants Perretti and Feierstein on tandem Blériots, accompanied by their mechanics, flew in company from Pontleroy to Etampes, on the 20th. In the afternoon Lieuts. Massol, Bellemois and Sylvestre left Etampes in company for Villacoublay.

Mdlle. Marvingt to Try for Superior Brevet.

AFTER a long course of practising at the Deperdussin schools at Betheny, Mdlle. Marvingt has decided to make the tests for a superior certificate at first suitable opportunity.

New Borel Superior Pilots.

LIEUT. ROECKEL on his Borel completed the tests for a superior *brevet* on the 17th by flying from Maily Camp to Buc. Lieut. Dancourt also on a Borel on the same day flew from the