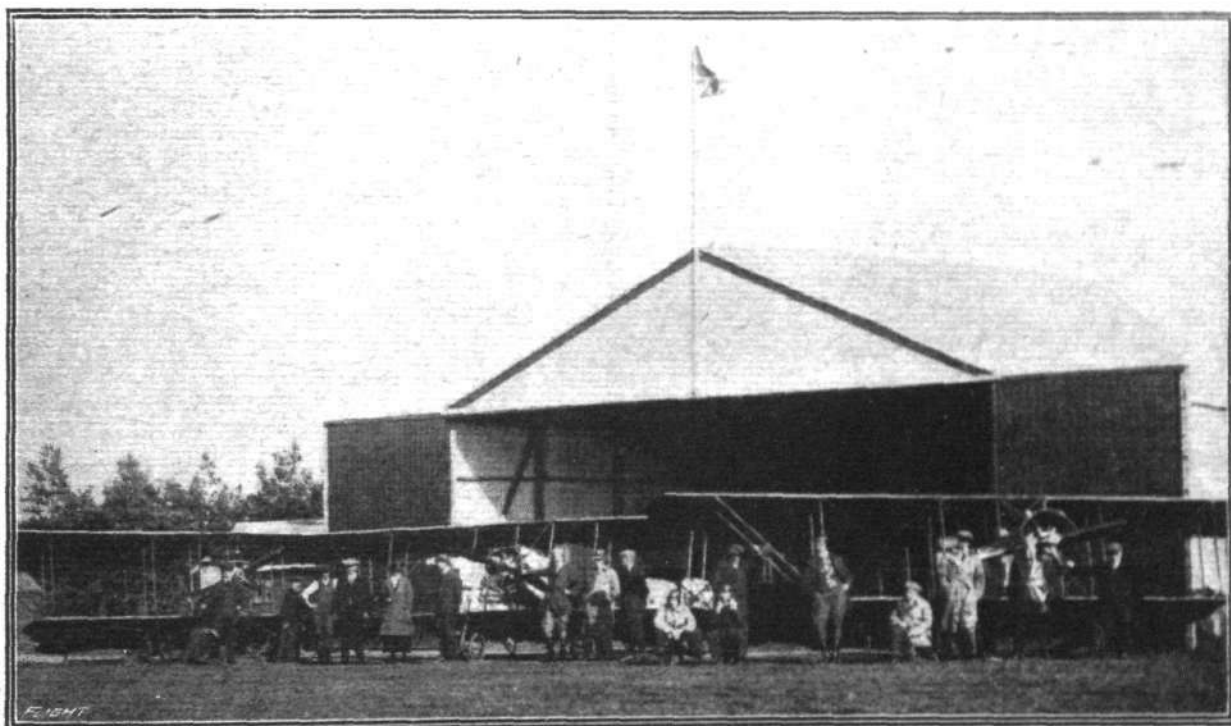


THE BOURNEMOUTH AERODROME.

"Be sure and pay me a visit at the aerodrome when you are down at Bournemouth next time." Thus spoke Mr. F. E. Etches, of the Bournemouth Aviation Co., a week or two back when I ran against him in town. And so it happened a few days ago I was able to take him at his word with very pleasurable results. Talbot Village, where the 'drome is situated some two miles inland, entails no difficulties in getting there. "Just get on to the Winton tram," said the first person I asked to direct me, "and that will drop you at the Avenue, within ten minutes' walk of the 'drome." And if the aerodrome were not sufficient attraction itself—which it is—the glorious avenue of pines, which leads up to Mr. Etches' haven for embryo flyers, would more than repay the journey out to see it. Then came the aerodrome itself, a fine expanse of smooth level turf of some 60 acres, which the company have turned to real good purpose. Altogether it is an excellent flying ground, not only on account of its surface, but by reason of its being situated on the highest bit of ground in the neighbourhood—about 100 ft. above sea level—it is entirely free from those disturbing atmospheric conditions so much in evidence in an aerodrome surrounded by hills. This is a great advantage, for weather conditions have little chance to play tricks with you,

summer months pupils may, should school work be off, get a chance of sampling that great feature attaching to Bournemouth—perfection of bathing. It will be seen, therefore, that as regards the general features of the aerodrome, things are pretty well ideal; and now for those other important items, *personnel and materiel* of the school. Mr. F. E. Etches, the "Headmaster," has had considerable experience in flying matters, especially as regards organization, having been manager to the late Gustave Hamel during the latter's exhibition tours. He also acted in the same capacity for F. W. Goodden until the outbreak of hostilities. The chief instructor is S. Summerfield, who obtained his certificate at the Bristol School at Brooklands in September, 1912, and who has done much flying of a varied nature—exhibition work, instruction and the testing of experimental machines. The first task that fell to his lot on joining the Bournemouth Aviation Co. was the by no means easy one of initiating the staff into the mysteries of the construction and repair of aircraft, with what success may be gathered from the fact that a complete two-seater dual-control machine has already been built "on the premises." This machine is of the same type as those at present in use, viz., Anzani-engined L. and P. Caudron-type biplanes of 35, 45, and



THE BOURNEMOUTH FLYING SCHOOL.—The machines, some of the pupils and staff.

and there is no reason to worry about up above if things are calm on the ground.

In other words, whatever the weather conditions really are on any particular occasion so it will be at the aerodrome. Pupils, therefore, are practically always in a position to know if it is any good going up to the aerodrome to get in some practice, and thus do not waste time waiting about the aerodrome when the weather is uncertain.

Another good feature is that owing to the gravelly nature of the soil and its high position, no matter how much rain there may be, mud and puddles—those banes of learners—are practically unknown. There is a clear run in all directions well in accordance with existing requirements, but when the time calls for it by the removal of a few hedges no less than a straight of about one mile will be available. Outside the aerodrome boundaries there are several open spaces, which serve as excellent refuges for stray "pups" should they be unable to return to the 'drome. In the all-important question of "diggings" the pupils are very well placed, as there is plenty of accommodation in the pleasantest of surroundings within a few minutes, and moreover at moderate terms.

About half an hour's pleasant walk by way of the Talbot Woods, which adjoin the aerodrome, brings one to the sea, so that in the

60 h.p. respectively, the two higher-powered 'buses having dual control. The workmanship is excellent, and Mr. Summerfield has introduced several modifications that should add to the all-round usefulness of this type for school work. The very wise policy has been adopted of always having a complete stock of spare parts and fittings in hand so that on the arrival of the inevitable "pile up," the machine is out of commission for as short a time as possible.

Up to the present only one hangar has been erected, but others are to be put up in the near future—in conjunction with several interesting schemes which are in contemplation by the go-ahead proprietor. The existing hangar for the moment fills the bill of present requirements, it being very large, and exceptionally well built—as the recent never-to-be-forgotten gale found to its disgust. The large sliding doors are about the easiest in operation I have come across, in fact the whole hangar is a credit to the B.A.C. and the local builder who was responsible for its erection. As readers of "FLIGHT" may have noticed from the school reports appearing week by week, several "tickets"—and good ones, too—have already been taken and in conclusion it may be of interest to note that the school's official observer is none other than that pioneer of British flying schools, Mr. W. E. McArdle, whose name is not altogether unconnected with flying at Bournemouth in the past.—V.J.

R.N.A.S. Mechanics Wanted.

ERECTORS, constructional fitters, scaffolders, bricklayers, and sheeters are required at once for the Royal Naval Air Service for the duration of the war. They will be rated as air mechanics with

pay up to 4s. a day, in addition to uniform and separation allowances. Applications, with testimonials, either personally or by letter, should be made to the Recruiting Offices, R.N.A.S., Brookgreen, Hammersmith, W.