

September.

22nd.

23rd.

Ten minutes in Aero.

One passenger flight in Maurice Farman with Longmore, then two circuits solo with several landings. Had an irresistible inclination to try & twist the double handed control lever in order to steer, instead of using the rudder-pedals. I suppose this was because of its more or less resemblance to a bicycle handle.

24th.

25th.

In Maurice Farman avoiding rain-squalls.

25 minutes in Maurice Farman. Dense mist all over the country surrounding the aerodrome, and impossible to see any of the country at all, except that the church spire at Netheravon was just visible. Spiral V.P. from 1000 feet, engine misfired badly just before landing, but there was no other sound or indication to show that anything serious had happened. However, just as the motor was being started for a fresh flight, a harsh metallic sound was heard. The engine was afterwards taken down & it was then found that one ~~rod~~ connecting rod had broken & that most of the bearings had run dry, owing chiefly I think to the War Office method of trying a new & cheaper brand of oil, - not recommended for the Renault engine. The same thing happened to two other Renault engines at Farnborough during the same week.

November.

1st.

Passenger flight with Major Gerrard in 70 HP Short Tractor biplane. Two circuits, then one straight and several landings. Then one very bumpy flight solo. Engine suddenly began to misfire badly so landed on the "straight". Machine was eventually taxi-ed back & engine taken down. This machine has her fuselage built at a distinct angle to give the appearance of her flying "tail-high". The engine was also put in at a distinct angle, & this always made it very hard to land by switching on & off, as every time you switched "on" the machine immediately lifted about three feet. Afterwards we