



A wing of the Moreau aeroplane which was at the Paris Salon. It will be seen that the man standing behind the planes is as visible as the one in front.

it transparent. That the material is to all intents and purposes transparent is illustrated by the photographs of one of the wings of the Moreau monoplane behind which a man can be clearly seen. The use of the tulle liner not only strengthens the material but it also prevents it sagging or warping between the ribs so that by its use it is quite possible to obtain a smooth and regular surface on the planes. The tensile strength of the material is about nine to ten kilogs. per square millimetre section and a .35 mm. sheeting is sufficient to ensure a tensile strength of about 2,800 to 3,000 kilogs. of the wing covering, a stress which is never attained with the best fabrics in use. The weight of this new Emaillite material does not exceed 375 grammes per square metre, which is but 40 per cent. more than the weight of good doped linen fabric as generally used, so that the increase of weight in the case of ordinary machines would be between 12 and 15 kilogs. It is claimed for this new Emaillite transparent reinforced sheeting that it has all the advantages of that which is not reinforced without its faults. It can be fastened either by nailing, sewing, or by using an adhesive solution. It will not tear or break when anything such as a tool falls upon it, while should it be pierced by a bullet the fabric liner would prevent the damage extending. The British patents for this invention are held by the British Emaillite Co., Ltd., of 30, Regent Street, W. Extensive tests are shortly to be carried out with machines covered in this way, in order to ascertain the height at which they become virtually invisible.

BRITISH NOTES

THE ROYAL FLYING CORPS.

THE following appointments were notified in the *London Gazette* of the 9th inst. :—

R.F.C.—Military Wing.—*Special Reserve of Officers.*—The undermentioned Second Lieutenants (on probation) are confirmed in their rank :—Gordon N. Humphreys and David E. Stodart.

The following were announced by the Admiralty on the 9th inst. :—Lieut. H. E. M. Watkins, R.N.R., to "Pembroke," additional, for course of instruction at Central Flying School, January 27th.

Sub-Lieut. F. G. Saunders, R.N.V.R., to "Pembroke," additional, for course of instruction at Central Flying School, as Probationary Sub-Lieut. (R.N.R.), January 27th.

The following was announced by the Admiralty on the 12th inst. :—Assistant Paymaster T. Goldsmith, to the "Pembroke," additional, for Naval Airship Section, Farnborough, to date January 15th.

ROYAL FLYING CORPS (MILITARY WING).

WAR OFFICE summary of work for week ending January 10th :—

Flying Depôt. S. Farnborough.—Experimental and repair work was carried on as usual.

No. 2 Squadron. Montrose.—The squadron was employed in removing stores and sheds to the new flying ground at Bloomfield. The snow and weather generally render this operation a slow one.

No. 3 Squadron. Netheravon.—The squadron pilots were out frequently during the week and a few long flights were made.

No. 4 Squadron. Netheravon.—The officer and N.C.O. pilots carried out reconnaissance flights on several days of the week.

No. 5 Squadron. S. Farnborough.—Instructional flights were made by the officer pilots of the squadron, and overhaul and repair work continued.

A Fine Flight by Pixton.

By way of delivering the eighth War Office Sopwith tractor, C. H. Pixton, on Monday morning, flew from Brooklands to Farnborough, the trip taking exactly 8½ mins. By the route followed the distance is not less than 16 miles, so that the speed worked out to over 110 m.p.h. The wind gauge at Brooklands showed between 20 and 30 m.p.h., and higher up the wind was quite 40 m.p.h., besides which it was snowing hard all the time.

Leeds Aviation Meeting.

SOME fine flying by Hucks on his Blériot and H. Blackburn on the 80 h.p. Blackburn was seen by large and enthusiastic crowds at the Aviation Field, Moortown, on Wednesday, Thursday and Saturday of last week.

On Wednesday, Hucks made a couple of flights, looping in all 10 times, but Blackburn, who was flying to Leeds from York, had to return to York after reaching Tadcaster, owing to fog and mist. On Thursday, Hucks looped several times at a very low altitude. Blackburn (who had arrived from York in the morning) made a long flight with

OF THE WEEK.

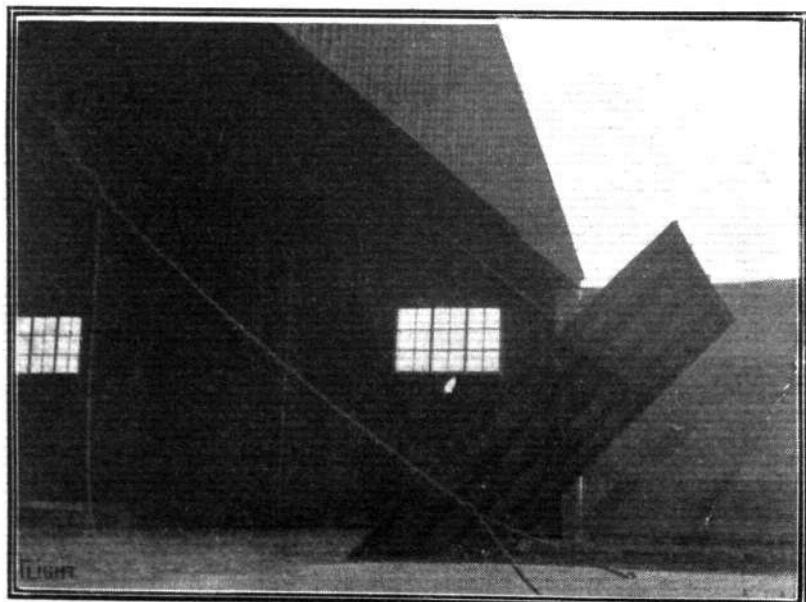
Dr. Christie as passenger. During the gale on Friday, Blackburn made a passenger flight with Mr. C. Bingham, of the Blackburn Aeroplane Co., at times rising above the clouds. On the Saturday, despite wind and rain, H. Blackburn gave a fine exhibition of banking and diving, with Dr. Christie as passenger. Hucks also flew, but the frightful weather conditions rendered upside-down flying impossible. Blackburn also made a trip, with Dr. Christie as passenger, to Harrogate and back.

"Sunday Best" for the R.F.C.

HITHERTO the men of the Military Wing of the Royal Flying Corps have been dressed in khaki, but now they are to have a Sunday suit of blue cloth, similar in style to that of the Royal Field Artillery. The buttons will bear the monogram R.F.C., while those men who have qualified as pilots or mechanics will bear badges, representing propeller blades, on the left breast. One of the first to don the new uniform was Sergeant Griffin at his wedding last Saturday.

The Flying Station at Nuneaton.

REPRODUCED herewith is a photograph of the hangar Mr. E. F. Melly has built at Nuneaton for the benefit of aviation in general, and to which reference was made in FLIGHT some time ago. The hangar, the specification for which was drawn up by Mr. H. G. Melly, of the Liverpool Aviation School, is 50 ft. square, 12 ft. clear headway, and has two hinged doors with two drop doors which are



The hangar which Mr. E. F. Melly has constructed at Nuneaton for the benefit of aviators generally.