

HIS IDEALS AND TRAINING

fly anything else made. Our pet name for these *antediluvian* birds is "Hunguffin." I probably told you that the Farman machines, on which I learned to fly, are called "Rumpties." Nearly all machines have similar pet names. One rather popular type of scout machine is called a "Pup" because of its small size. Another is called a "Camel" because its planes have a peculiar humped appearance, when looking at them from the front. It will be another month before I have anything to do with either Pups or Camels, as, when I finish with Hunguffins, I have to learn to fly Avros before going on to the smaller scout machines.

Fog and low clouds hold us back a great deal. Fog is the worst, and then it is not safe to go up, as it is difficult to see the ground and hard to land properly. A good lookout is kept from the ground when the machines are up, and if a fog is seen approaching, white rockets are sent up, and all machines must land at once. The rockets burst high up, above the clouds if they are low ones, and the flashes are easily seen. This happened once in my early experience.

During the past week I had several rides in an Avro. Probably the most thrilling thing you can do with an Avro is "stalling." This is a safety arrangement to enable a machine to get into a proper gliding position, in case of engine failure. First, when flying level you get up a good speed, then gradually point the machine's nose up and up, until she climbs so steep that the engine will take her no further. Then, if the engine is shut off, the machine will tail slide a short distance, then her nose will drop and she will dive, and from this she is gradually flattened out again. The dive is a fine thrilling sensation, and has tobogganing beaten a long way. The machine is so designed that she will come out of the dive herself, although the pilot usually pulls her out.

The controls of all these machines are simple. The main one is the "joy stick," a handle which comes up from the floor between the pilot's feet. To go up, the stick is pulled towards the pilot, to go down, it is pushed forward, and the engine shut off. To turn to the left the stick is moved towards the left, and this tilts the planes to the left, at the same time the