

PARIS AERO SALON.—General view of the Breguet Helicopter-Aeroplane. The large inclined screws are visible in this illustration, as also is the transverse arrangement of the engine; but the machine as a whole is so large and in such an awkward position that it is impossible to convey a comprehensive idea of its construction by means of a photograph.

One Hand Control.

"Bleriot No. 9."—Pivoted lever, fitted with steering-wheel handle, to and fro to ascend (elevator), sideways to turn (rudder and steering tips).

"Voisin" (Delagrang and Farman).—Vertical steering-wheel, rotate to turn (rudder), pull and push to go up or down (elevator).

"Astra" (Kapferer).—Same as "Voisin."

"R.E.P."—Three levers. One pivoted, to and fro to ascend (elevator), sideways for stability and to steer (warp wings), one to set rudder, one to set elevator.

Hand and Foot Control.

"Bleriot No. 10."—Pivoted lever fitted with steering-wheel handle. To and fro to ascend (elevators), sideways for stability and to turn (elevators); foot rudder.

"Bleriot No. 11."—Pivoted lever as on No. 10. To and fro to ascend (elevators); sideways for stability and to turn (warp wings); foot rudder.

"Breguet."—Hinged lever with pivoted handle, to and fro to ascend (elevator), rotate handle to turn (rudder), foot operates extra steering planes.

"Vendome."—Three levers and two pedals all separate. Two levers to warp wings, separately or together (steering or ascending); one lever to set tail (long ascents); two pedals to work steering tips separately (sharp turning).

Two-Hand Control.

"Antoinette."—Rudder operated by ropes; steering tips by another rope; elevator by a wheel at the pilot's side.

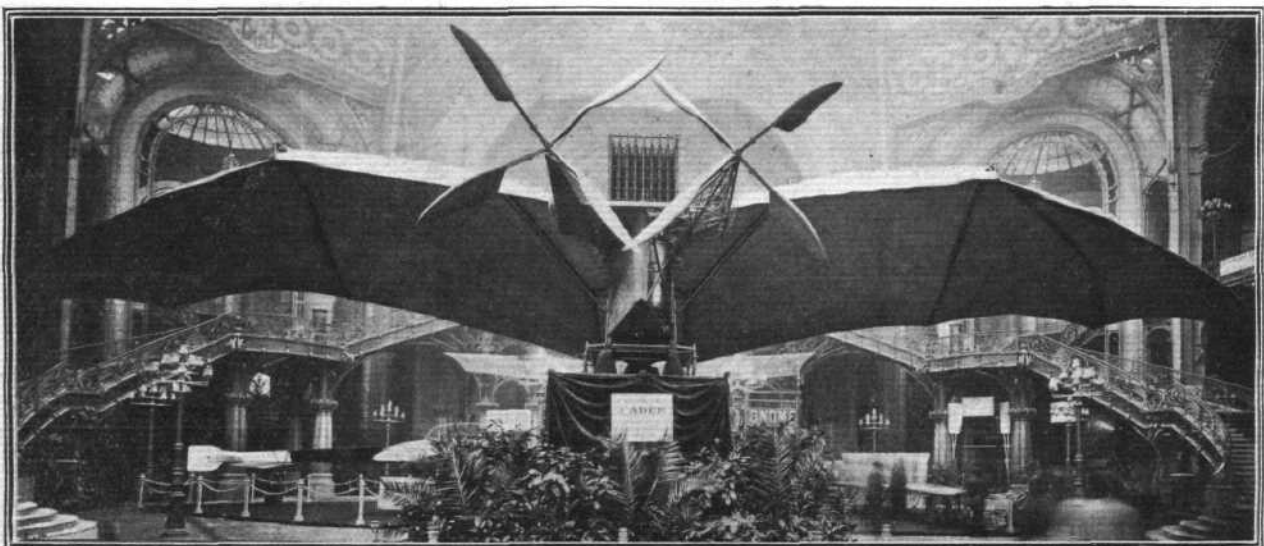
"Clement."—One lever and one wheel; lever for elevator, wheel for rudder.

"Wright."—Two levers; one for elevator, one for rudder and warping wings.

Ader—A Pioneer.

In the electrical world, the name of M. Ader is one of renown for his valuable work in connection with tele-phones; in the new realm of flight he has an almost equal claim to respect, for he was an early pioneer who not only diligently laboured to attain the conquest of the air, but actually achieved some measure of success. It is on record that he flew a distance of 50 metres on October 9th, 1890, in the grounds of the Chateau d'Armain villiers, and subsequently, on October 14th, 1897, he flew a distance of 300 metres at Satory before a committee of army officers delegated by the French Government to witness the trial.

The machine was undoubtedly in the air—as shown by the absence of wheel tracks in the wet ground—while it travelled this latter distance, but its direction of flight was, owing to a strong cross-wind, far from the circular course marked out, and this fact, coupled with the damage done to the machine in landing, doubtless led



PARIS AERO SALON.—Front view of Ader's "Avion No. 3." The bird-like appearance of the machine is well shown, as also are the curious feather propellers.