

PROGRESS OF MECHANICAL FLIGHT.

PROGRESSIVE RECORDS.

The following table is interesting as showing the gradual progress of the solution of the problem of mechanical flight:—

Distance or Time.	Place.	Aeronaut.	Date.
300 metres ...	Satory ..	Ader ...	14 Oct., 1897
Few seconds ...	Bagatelle	Santos Dumont	22 Aug., 1906
7-8 metres ...	"	"	"
50 metres ...	"	"	24 Oct., 1906
60 metres ...	"	"	13 Nov., 1906
82.6 metres ...	"	"	"
220 metres ...	"	"	"
363 metres ...	Issy ...	Henry Farman	26 Oct., 1907
403 metres ...	"	"	"
771 metres ...	"	"	"
1,500 kiloms. ...	"	"	13 Jan., 1908
2,004 kiloms. ...	"	"	21 Mar., 1908
2.5 kiloms. ...	"	Delagrange ...	10 April, 1908
3,925 kiloms. ...	"	"	11 "
5 kiloms. ...	Rome ...	"	27 May, 1908
9 kiloms. ...	"	"	"
12.5 kiloms. ...	"	"	30 "
17 kiloms. ...	Milan ...	"	22 June, 1908
19.7 kms. (20m. 19s.)	Gand ...	Henry Farman	6 July, 1908
24,727 kms. (29m. 53s.)	Issy ...	Delagrange ...	6 Sep., 1908
57m. 31s. ...	Fort Meyer	Orville Wright	9 "
1h. 2m. 30s. ...	"	"	"
1h. 5m. 57s. ...	"	"	10 "
1h. 10m. 50s. ...	"	"	11 "
1h. 15m. 20s. ...	"	"	12 "
1h. 31m. 25s. ...	Auvours ...	Wilbur Wright	21 "
1h. 54m. 22½s. ...	Le Mans ...	"	18 Dec., 1908

Wilbur Wright holds the record for passenger flight, having carried M. P. Painlevé for 1h. 9m. 45s., and covering a distance of about 80 kiloms. at Auvours on October 10th.

INDIVIDUAL PERFORMANCES TO DATE.

The accompanying table gives the performances which have been made by the most prominent aviators of the last few years:—

Date.	Place.	Duration.	Distance.
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ADER.

Date.	Place.	h.	m.	s.	Distance.
14 Oct., 1897	Satory	—	—	—	300 metres

SANTOS DUMONT (biplane, rudder in front).

22 Aug., 1906	Bagatelle	—	—	—	Few metres
14 Sept., 1906	"	0	8	0	"
24 Oct., 1906	"	—	—	—	50 metres
13 Nov., 1906	"	—	—	—	60 "
"	"	—	—	—	82.6 "
"	"	0	0	21½	220 "

SANTOS DUMONT (second biplane, with rear rudder).

17 Nov., 1907	Issy	—	—	—	203 metres
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SANTOS DUMONT (monoplane).

21 Nov., 1907	Bagatelle	—	—	—	145 metres
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VUIA (monoplane).

8 Oct., 1906	Issy	—	—	—	5 metres
Mar. 1907	Bagatelle	—	—	—	5 "
17 July, 1907	"	—	—	—	60 "

DE LA VAULX (monoplane)

18 Nov., 1907	St. Cyr	—	—	—	60 metres
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DELAGRANGE (biplane).

16 Mar., 1907	Bagatelle	—	—	—	10 metres
30 "	"	—	—	—	200 "
16 "	Issy	—	—	—	600 "
20 "	"	—	—	—	"
21 "	"	—	—	—	1.5 kiloms.
24 "	"	—	—	—	"
10 April, 1908	"	—	—	—	2.5 "
11 "	"	—	—	—	3,925 "
27 May, 1908	Rome	—	—	—	9 "
30 "	"	0	15	25	12.5 "
22 June, 1908	Milan	—	—	—	17 "
9 July, 1908	Turin	—	—	—	200 metres†
6 Sept., 1908	Issy	0	29	53½	24,727 kms.
17 "	"	0	30	27	—

BLERIOT (monoplane).

5 April, 1907	Bagatelle	0	6	0	—
11 July, 1907	"	—	—	—	30 metres
25 "	Issy	—	—	—	150 "
6 Aug., 1907	"	—	—	—	143 "
17 Sept., 1907	"	—	—	—	186 "
1 Dec., 1907	"	—	—	—	—
4 "	"	—	—	—	200 metres
6 "	"	—	—	—	600 "
17 June, 1908	"	—	—	—	600 "
29 "	"	—	—	—	700 "
4 July, 1908	"	0	5	47	6 kiloms.
6 "	"	0	8	45	—
21 Oct., 1908	Toury	—	—	—	7 kiloms.
31 "	"	0	11	0	14 †

FARMAN (biplane).

15 Oct., 1907	Issy	—	—	—	285 metres
26 "	"	—	—	—	771 †
30 Dec., 1907	"	—	—	—	—
13 Jan., 1908	"	0	1	28	1.5 kiloms.
21 March, 1908	"	—	—	—	2,004 "
29 "	Ghent	—	—	—	138 metres†
2 June, 1908	"	—	—	—	1,241 kms.†
6 July, 1908	"	0	20	19½	19.7 "
29 Sept., 1908	Chalons	0	42	0	39 "
30 "	"	0	43	0	41 "
2 Oct., 1908	"	0	44	32	40 "
28 "	"	0	4	0	2 †
30 "	"	0	17	0	27 "
31 "	"	—	—	—	Height prize, 25 metres

ESNAULT-PELTERIE (monoplane).

19 Oct., 1907	Buc	—	—	—	(first flight)
22 "	"	—	—	—	30 metres
27 "	"	—	—	—	150 "
8 June, 1908	"	—	—	—	1.2 kiloms.

DE PISCHOFF (biplane).

17 Dec., 1907	Issy	—	—	—	500 metres
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GASTAMBIDE-MENGIN (monoplane).

8 Feb., 1908	Issy	—	—	—	6 metres
12 "	Bagatelle	—	—	—	150 "
21 Aug., 1908	Issy	0	1	30	1.6 kiloms.

GRAHAM BELL (biplane).

12 Mar., 1908	Hammondsport, N.Y.	—	—	—	318 ft.
4 July, 1908	"	—	—	—	3,420 ft.

CORNU (helicopter).

26 Mar., 1908	Coquainvillier	—	—	—	(machine raised itself 40 cm. from earth)
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BREGUET (helicopter aeroplane).

22 July, 1908	Donai	—	—	—	20 metres
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MOORE-BRABAZON (biplane).

3 Dec., 1908	Issy	—	—	—	600 metres
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VANIMAN (triplane).

18 Dec., 1908	Issy	—	—	—	150 metres
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