

New Rules for Trial Flights.

THE Aviation Committee of the Aero Club of France has just issued certain rules to be observed in connection with official flights to take place under their observation. The first rule relates to the marking of the course, and the second to its method of measurement. It is further specified that the only recognised records in flight are (1) records of distance, and (2) records of duration. Specified distances and durations are mentioned which will alone be recognised, and flights in which there is a descent will be placed in a different category to those in which the aeroplane is aloft all the time.

In effecting a flight, should an aviator touch one of the marks with his machine, he will have to make a complete circle of the post before continuing.

In making measurements, distances up to 5 kiloms. must be measured direct. Distances between 5 and 50 kiloms. must be measured on an Ordnance map having a scale of 1:80,000. Distances above 50 kiloms. will be considered as equivalent to the length of the arc on the surface of a globe, neglecting variations of altitude.

The recognised distances over which records may be timed are as follows: 1, 2, 5, 10, 20, 50, 100, 200, 500, 1,000, 1,500, &c., kiloms. Increments to be in units of 500 kiloms. for distances above 1,000 kiloms.

Records for duration will be allowed as follows: $\frac{1}{2}$, 1, 2, 3, 4, 5, 6, 10 and 24 hours. Durations above

24 hours to be by multiples of 24 hours. In both distance and duration records, the Aero Club will recognise the number of passengers carried.

Gross Airship No. 3.

ANOTHER Gross airship is being constructed in Germany, and will be larger than its predecessor, besides having many important modifications based on previous experience.

Four Zeppelins for the German Navy.

FOUR Zeppelin airships have, it is stated, been ordered for the German Navy, and the Admiralty has been instructed to prepare floating docks for them. They will be built under the personal superintendence of Count Zeppelin, and will have a capacity of from 12,000 to 14,000 cubic metres each. They will cost about £50,000 each, and are intended more for use as scouts than as aggressive ships of war. Two are to be stationed at Wilhelmshafen, and two at Kiel.

Capt. Hildebrandt's Airship.

CAPT. HILDEBRANDT, who published some little while ago a book on "Airships, Past and Present," has just bought a dirigible from Messrs. Baldwin, the well-known American aeronauts. The airship was tried at Hammondsport, and is capable of remaining aloft for 5 hours; it is quite a small machine.

CORRESPONDENCE.

* * * *The name and address of the writer (not necessarily for publication) MUST in all cases accompany letters intended for insertion, or containing queries.*

PROGRESS IN FLIGHT.

To the Editor of FLIGHT.

SIR,—I shall be very pleased if you will forward to me the first copy of FLIGHT, together with a subscription form.

I was much interested in Mr. Moore-Brabazon's letter in *The Automotor Journal* of January 2nd. It is a standing rebuke to Englishmen that he can advise—and with good reason—any experimenters to go to France. In Paris one feels the beating pulse of a new era. It causes no surprise if, on looking up, one sees a "direagable" performing graceful evolutions; picture postcards of all the aeroplanes command a ready sale; aeroplanes in flight forms one of the chief advertisements for many of the cinematograph entertainments; and on the evening following Wilbur Wright's sensational high flying in connection with the "Height Prize," I saw it reproduced on the cinematograph at a lecture given by the Comte de la Vaulx on the "Conquête de l'Air." The humble enthusiast is not regarded as an "amiable lunatic" in France.

I was in Paris for a little over three months recently, and, not being blessed with too much time or money, I had to wait for an opportunity to visit Le Mans. At last it came—October 31st; a friend was going to Le Mans on his car. I was doomed to some degree of disappointment. A new carburettor float caused trouble by not being a free fit on the spindle; a tyre punctured, and an exhaust-valve spring broke; with the result that we arrived at Auvours just as Mr. Wright finished his flight for the day. To add to our disappointment, we had come *via* Chartres, and had also missed M. Bleriot's cross-country flight near that town.

I am afraid that I have trespassed on your valuable time, but I must wish you every success with your new venture, FLIGHT, and hope that it will do something to "wake up England."

I remain, Sir, yours faithfully,

Bristol, January 1st.

G. H. CHALLENGER.

To the Editor of FLIGHT.

SIR,—In your last issue you publish a letter from Mr. Moore-Brabazon; with the views therein expressed I must entirely disagree.

If those who have enthusiasm in the direction of flight are to leave for France, how is English enthusiasm to be generated?

No one denies the apathy that exists here, but surely it is against the tradition of our race to dismount at the first ditch and attend the finish in a foreign car.

What of Voisin? I ordered some propellers fifty days ago for my flying machine. These were promised in eight days, but no doubt with the great facilities (?) and the vast experience of this well-known firm, we shall probably receive them before eight months have elapsed.

Even in this retrograde and old-fashioned country, I have no doubt I could have built and delivered within eight weeks of accepting the order any aeroplane that was not more complicated than either Wright's or Voisin's (Farman's).

Moreover, that the machine would be English-built throughout, and would compare favourably with other machines both for price, finish, and weight.

One must, however, admire the efforts that our French friends have made, and also we are bound to envy them the support they receive.

The views here expressed in no way lessen my enthusiasm for the efforts Mr. Moore-Brabazon has made; I only wish he would translate them into English.

Yours faithfully,

Brook Street, Grosvenor Square,
Jan. 4th.

JACK HUMPHRY.

A WANT—AN ENGINE FOR MODELS.

To the Editor of FLIGHT.

SIR,—It was with much pleasure that I welcomed the issue of FLIGHT, as an independent journal, devoted to the science of aviation, and I would add my small effort to what, I know, will be a very torrent of applause.

The fact that you have expressed your willingness to throw open your correspondence columns, I give as my excuse for troubling you in what, at first sight, may seem a minor point.

Many of us, however, who are engaged in the construction of model flying machines are met with a real difficulty in the matter of engines with which to drive them.

The majority of small petrol motors—say up to 1½-h.p.—are far too heavy and inefficient to be of much use for experimental flights, and most other types are quite out of the question.

If you could see your way to giving this matter your attention, you would be conferring a great boon on a large army of really serious workers.

It is also quite possible that some enterprising manufacturer is only waiting for the hint to design a small engine for this special purpose.

Yours faithfully,

Oxford, January 5th.

E. B. ELDRIDGE.