

confirms the supreme control of national aeronautics by the representative Aero Club of each country.

The French club proposed a set of rules for aerial contests (a *résumé* of which appeared in our last issue on page 27), which were provisionally adopted until the next conference, to take place in October this year. In the meantime a council of four was appointed to report on the rules.

A list of the names of delegates who attended the Conference, and other information reported by the Secretary of the Aero Club of the U.K. will be found on the page setting forth the official notices of the Club.

**Monoplane Passenger Flight.**

FOR the first time in the history of aviation, a monoplane, "Antoinette IV," made a successful flight with a passenger. The event took place on Tuesday, January 5th, at Issy-les-Moulineaux, when M. Welferinger carried M. Robert Gastambide through the air for a distance of half a kilometre. In subsequent solo flights the machine attained speeds of 75 kiloms. an hour; the trials were brought to a sudden conclusion on the Wednesday by the breaking of one of the wings while attempting a too sudden turning.

**The Gasnier Aeroplane.**

RENÉ GASNIER, whose successful flight was chronicled in *The Automotor Journal* of November 21st, 1908, has reconstructed his aeroplane after his accident, and is once more making experiments at Fresne, near Bouchemaine. The machine has 35 square metres surface and 10 metres spread. It is of the biplane type, and is 9.5 metres in overall length. Equipped with a 50-h.p. Antoinette engine, it weighs 500 kilogs. in running order. In front is the elevator, and at the rear is a fixed horizontal tail.

**Vermorel Aeroplane.**

M. VERMOREL, an engineer at Villefranche-sur-Saone, has had an aeroplane constructed for experimental purposes. No particulars are as yet available

as to the type he has selected, but it is stated that the engine is capable of developing 48-h.p. and weighs 78 kilogs.

**Bernard Aeroplane.**

M. BERNARD, of Marigny, is reported to be constructing an aeroplane of an entirely novel character, which he designates by the term *multiplan articulé*, because it is so designed as to give automatic transverse and longitudinal stability. In addition, it is to be equipped with a special system of propellers, which have been designed to give a better starting effect.

**Zatopp Aeroplane.**

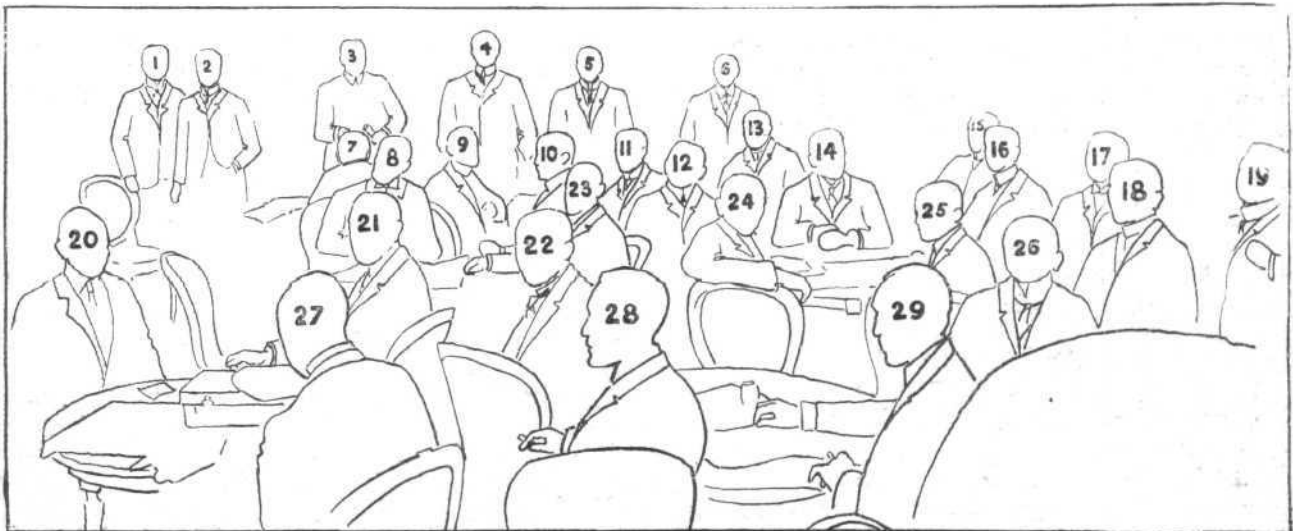
M. ZATOPP, a Russian civil engineer, is reported to have achieved a flight of 32 metres at Saint Martin de Crau, in an aeroplane which is equipped with an engine that is said to use a form of glycerine as a fuel.

**The Lepouse Aeroplane.**

THE aeroplane which is being built by M. Lepouse at Brussels, and which is to be called an "aero-torpille," measures 5 metres in length and has a span of only 3 metres. It is said to be equipped with a gas turbine, and that the whole apparatus only weighs 75 kilogs.

**Farman's Anniversary in Flight.**

WEDNESDAY of this week, January 13th, was the anniversary of the first Grand Prix of the air, which Henry Farman won by making a flight of 1 kilom. in a closed circuit. The prize of 50,000 francs was established by Messrs. Deutsch de la Meurthe and Ernest Archdeacon, and the winning of it was justly considered to mark the beginning of a new era in aviation. Always were the pioneers striving to make a circular flight, and it seems almost incredible that only a year ago there was no official record of such an apparently simple performance having been accomplished. Since that day Farman has made wonderful strides, as everyone expected he would. In July he won the Armengaud prize for remaining in the air over a quarter of an hour in duration, and



INTERNATIONAL AERONAUTICAL CONFERENCE.

Key plan to the photograph opposite.

1. J. H. LEDEBOER, and 2. H. PERRIN (*Secretaries of the Conference*); 3. F. JACOBS (*Belgium*); 4. COUNT DE LA VAULX (*France*); 5. ROGER W. WALLACE, K.C. (*Chairman Aero Club U.K., and President of the Conference*); 6. PROF. BUSLEY (*Germany*); 7. Reporter; 8. VICE-ADMIRAL SIR CHARLES CAMPBELL, K.C.M.G.; 9. HON. C. S. ROLLS; 10. CAPT. KINDELAN (*Spain*); 11. J. T. C. MOORE-BRABAZON; 12. H. HIEDEMANN (*Germany*); 13. PROF. A. K. HUNTINGTON; 14. LT.-COL. MOEDEBECK (*Germany*); 15. COL. SCHAECK (*Switzerland*); 16. CAPT. MESSNER (*Switzerland*); 17. CAPT. HILDEBRANDT (*Germany*); 18. E. CLOUTH (*Germany*); 19. H. WURMBACH (*Germany*); 20. JOHN DUNVILLE; 21. C. F. POLLOCK; 22. LORD ROYSTON; 23. COL. VIVES (*Spain*); 24. H. STADE (*Germany*); 25. H. MANNS (*Germany*); 26. BARON GUY VAN ZUYLEN (*Belgium*); 27. V. KER-SEYMER; 28. MARTIN DALE; 29. ERNEST C. BUCKNALL.