

waited for a shower of rain to cease. All went well for the first part of the journey and St. Quentin was reached soon after noon. There a landing was made in order to replenish the petrol tank, &c. The aviator reported that during the last part of the journey the mist had made the trip none too easy, but after only half-an-hour's delay they restarted. The fog, however, got denser, and after only covering a couple of kilometres Lanser deemed it prudent to come down at Rouvroy, hoping that the fog would lift and allow him to go on later. Unfortunately this did not happen, and the next morning the wind rendered continuance of the journey out of the question, and so the two flyers determined to withdraw from the competition. They, however, determined to continue their journey to Brussels on the 31st ult., and landing *en route* at Mons, eventually reached the Belgian capital "*par la voie des airs*" without mishap.

The Fatal Accident to Laffont.

UNFORTUNATELY, the competition for the A.C.F. Grand Prix has been marred by a fatal accident by which both the pilot and the passenger were killed. The pilot was Laffont, who had been remarkable for his careful and steady flying of the Antoinette mono-



The Lazare Weiller Prize.

ANOTHER competition which closed with the end of the year was that for the Lazare Weiller Prize of £1,000 for cross-country flying by French officers in uniform and carrying a passenger. The winner was Lieut. Cammerman, who, accompanied by Capt. Hugou, on December 21st last, as already recorded in FLIGHT, flew from Bouy to Montigny-sur-Aube and back, a distance of 232 kiloms., in 4h. 2m. 30s.

A last attempt to win the prize was made by Lieut. Delage on the 29th ult. when, leaving Etampes, he flew accompanied by Lieut. Maillons to Orchaize, a distance of 106 kiloms., in 3 hrs. 31 mins. The journey was a most trying one and it speaks well for the endurance powers of the two officers that they kept going as long as they did. During the journey they passed through a snow-storm and their slow progress was in some measure due to the load of snow and ice which they "picked up" on the way, while the flight was finally brought to a conclusion through the carburettor freezing up. It will be remembered that the first flight in the competition for the Cup was made by Lieut. Delage some time ago when he flew from Etampes to Blois and back, a distance of 204 kiloms., in 3 hrs. 16 mins., his passenger then being Lieut. Maillons.



Lieut. Cammerman, winner of the Lazare Weiller Cross-Country Prize for French officers, on his Henry Farman biplane, Gnome motor. Lieut. Cammerman's flight was Bouy—Montigny-sur-Aube—Bouy, 232 kiloms. in 4h. 2m. 30s.

plane. He had succeeded Labouchere as the chief instructor at the Antoinette School at Mourmelon, and had been persuaded by one of his pupils—Mario Pola, a young Spanish sportsman—to make an attempt for the Paris to Brussels flight. The machine, which belonged to the latter, was taken to Issy, and on the 28th ult. a start was decided upon. Upon testing the engine this did not give satisfaction, but after adjusting everything was pronounced to be ready. Laffont took the machine up for a short trial flight, and as everything seemed to be right the passenger took his place, and the two aviators set off for a preliminary turn round the aerodrome. Three circuits had been covered, and the fourth was just being commenced when the machine swerved towards the centre of the ground, and although the aviator was obviously struggling to regain control of the aeroplane, one of the planes became detached, and the machine fell rapidly to the ground from a height of 500 ft. Both the occupants were killed instantly, while the machine was simply a mass of twisted iron and splintered woodwork. The cause of the disaster is unknown, but some of the aviators who witnessed the mishap give it as their opinion that it occurred through the steering wires becoming jammed.

Coupe Femina.

THE competition for the Coupe Femina closed on the last day of 1910, and although Mme. Niel, Mdlle. Marvingt and Mdlle. Herveu had announced their intention of trying for the cup none of them ventured aloft, and so Mdlle. Dutrieu's record of 167.2 kiloms. in 2 hrs. 35 mins. was sufficient to easily secure for her the cup. It will be remembered that the first try for the prize was by Mdlle. Marvingt, who at Mourmelon flew for 53 mins. on her Antoinette, covering 43 kiloms. This was bettered by Mdlle. Dutrieu, who on her Henry Farman biplane flew 60 kiloms. in 1 hr. 9 mins., and later again bettered this with the record mentioned above. Mdlle. Herveu, on her Blériot, at Pau, flew for 1 hr. 15 mins. and also 2 hrs. 2 mins., while Mdlle. Marvingt, on a second trial, only kept going for 45 mins.

On the 29th ult. Mdlle. Dutrieu tried at Etampes to better her own record, but after flying for 40 mins. the mist became so thick that she had to give up.



Mdlle. Helene Dutrieu, winner of the "Femina Cup" for lady flyers, in counsel with Mr. Henry Farman prior to her record flight at Etampes on her Henry Farman (Gnome motor), of 167.2 kiloms. in 2 hrs. 35 mins.