

## FOREIGN AVIATION NEWS.

### New World's Speed Records.

ON a Morane-Saulnier monoplane fitted with one of the 50-h.p. Rhone rotary motors, Gilbert at Etampes on Monday succeeded in bettering the speed records from 350 kiloms. to 500 kiloms., which have stood since they were made by the late Pierre Marie two years ago, and the 600 kiloms. record of Fourny. The course was exactly 10 kiloms. round, and he beat the 350 kiloms. record by nearly an hour, as can be seen from the following table:—

	New record.			Old record.		
	h.	m.	s.	h.	m.	s.
350 kiloms. ... ..	3	26	16	4	17	26
400 " " " " " "	3	55	27	4	54	6 $\frac{3}{4}$
450 " " " " " "	4	24	44	5	30	35 $\frac{3}{4}$
500 " " " " " "	4	54	6	6	7	7 $\frac{1}{2}$
600 " " " " " "	5	52	38	8	7	0

The speed worked out to 102 k.p.h. For the 600 kiloms. the fuel consumption was 110 litres, while 12 litres of oil were used.

### Flying Across the Adriatic.

A FINE overseas flight was made by Geo. Chemet on a Borel hydro-aeroplane on the 21st ult., when, accompanied by Commander Ginnocchio, he started up from Venice and flew over to Trieste. After circling above the city he made a brief landing, and then immediately started on the return journey. He had only covered 40 kiloms., however, when a sparking-plug gave out, necessitating a descent on the water. The plug was changed by the passenger and the journey resumed, the machine showing a speed of about 120 k.p.h. for the latter part of the trip. The journey across the Adriatic, from Venice to Trieste, a distance of 128 kiloms., was twice made in September, 1911, by Witmer on a Blériot, but Chemet is the first to make the double journey. The Borel machine used is the first of eight hydro-aeroplanes of this type which have been ordered by the Italian Naval authorities.

### Garros' Flight to Rome.

BRIEF mention was made in our last issue of the successful termination of Garros' trip from Tunis to Rome, and a few further particulars are now available. Having made the journey from Tunis to Trapani on December 18th he was delayed by slight repairs to his machine until the 21st, when at 7.50 a.m., he got away in a bee-line for Palermo, which was passed after 50 minutes' flying. Continuing straight ahead in the direction of Messina he made a stop at Cannarella in the north-east corner of Sicily, where nearly four hours were spent. Getting away again at 3.20 p.m. he passed over Messina and then steering across to the Italian coast, followed it to St. Eufemia, where he landed at 5.15 and decided to stay for the night. He was away the next morning at 8.50, and reaching Naples at 11.3, stopped for lunch and rested until 1.20 p.m., when he once more got away for Rome where a safe landing was made at 2.53 in the Piazza d'Armi. The total distance covered was 1,158 kiloms., the three stages being Tunis to Trapani 320 kiloms., Trapani to St. Eufemia 400 kiloms. and St. Eufemia to Rome 438 kiloms. On the following day he was entertained to dinner by the Italian Aero Club and a great reception was accorded him on his return to Paris by the Aero Club of France.

### A Collision at Villacoublay.

THE extraordinary accident which occurred at Villacoublay on the 21st ult., in which the son of the French Naval Minister was so severely injured, once more emphasises the need for aerodrome managers to see that the rule of the air is adhered to. A biplane piloted by Collardcau, and carrying M. Jacques Delcasse, was run into by a monoplane piloted by the Siamese officer, Nai Thip. Both machines fell to the ground from a height of 90 ft., and were, of course, smashed, but Collardcau escaped with nothing worse than a shaking, while the Siamese was not in much worse case. M. Delcasse, however, sustained fractures of the right arm and left collarbone, while his right knee was smashed, and there were other serious injuries. The latest report, however, is that he is making good progress.

### Vedrine has a Stop.

HAVING an engagement to lecture at Boulogne on Monday evening, Vedrine started to fly there from Rheims on his Deperdussin monoplane. He got as far as Amiens, where he had to land owing to his petrol tank leaking. He placed his machine in one of the military sheds and completed his journey by train.

### Farman Brothers Flying in Company.

ON Monday Maurice Farman on a biplane, accompanied by Senouque and Henry Farman with a lady passenger, flew from Buc to Chartres, where they had lunch. They returned in the afternoon, making a long detour over the country on the way.

### Night Flying Over Paris

ABOUT five o'clock on Monday evening Parisians were rather surprised to see an array of lights moving in the air accompanied by the unmistakable noise of the Gnome engine. It subsequently turned out to be Chemet on the Borel, who starting up from Issy piloted his machine over the Place de la Concorde.

### A New Passenger Record.

ON a Belgian-built Henry Farman biplane with 80-h p. Gnome motor, on the 24th ult. Verschaeve, at the St. Job aerodrome, beat the duration record for a pilot and four passengers. Accompanied by four Belgian officers, he flew for 37 mins. 6 secs., beating Schimeester's record of 33 mins. 59 secs.

### Madagascar Gives Two Machines.

TWO Farman biplanes have been presented to the French Army by Madagascar. The first was tested by Henry Farman on the 23rd ult. and the other, a Maurice Farman, was passed on Saturday, when with Fourny at the helm and a passenger, a load of 250 kilogs. was carried, and it was flying for over an hour.

### From Rheims to the Frontier.

STARTING from the Betheny ground, on the 24th ult., Janoir, on his Clerget-engined Deperdussin, flew over Laon at a height of 1,500 metres, and then making his way through the clouds to Maubeuge, he passed along the frontier and eventually landed at Blombay, near Charleville.

### More Aviators for French Army.

ON the 16th inst., 89 officers, non-commissioned officers and men, who have been undergoing a course of theory at Versailles, will be sent to the various schools, in order to be instructed in practical work and become qualified as aeroplane pilots.

### A New Caudron Machine.

RENE CAUDRON, at Crotoy, on the 24th ult., was testing a new 50-h.p. machine, which climbed 1,000 metres in 10 mins., and attained a speed of 107 k.p.h.

### Cross-Country on Caudrons.

ACCOMPANIED by Sergt. Coquelin, Lieut. Gerard on the 24th ult. flew from Crotoy to Amiens. There they changed places, and went on to St. Cyr, while Sapper Jacquemart went, also on a Caudron, from St. Cyr to Crotoy.

### Fast Trials on a Nieuport.

TIMED by an official timekeeper, Helen, on a new single-seater 80-h.p. Nieuport, on the 24th ult., was timed to attain a speed of 163 k.p.h. over a closed circuit.

### Fast Buc-Rheims Trip.

ACCOMPANIED by Bellot on a R.E.P. monoplane, Amerigo, on the 20th ult., flew from Buc to Rheims in 1 hr. 20 mins. He afterwards went on to Chalons Camp, where he took several passengers for trips on the machine.

### More Deperdussins for French Army.

JANOIR, on the 21st ult., completed the official delivery tests of a batch of eight Deperdussin monoplanes for the French Army, and afterwards made a trial flight of an hour's duration, including a climb of 1,800 metres in 9 mins., on a Deperdussin with a Clerget engine. All these machines were fitted with Rapid Propellers.

### Vedrine to Beat his own Speed Records.

IN the Deperdussin works there is rapidly nearing completion a new monoplane, on which Vedrine hopes to beat his own speed records. The motor is a 160-h.p. Gnome.

### Flying to the Hunt.

HAVING an invitation to join a hunt at Baron E. de Rothschild's castle at Ferrieres on the 23rd ult., Comte de Lareinty-Tholozan decided to fly over on his Blériot from Buc. He left about 10.30 a.m. and was back at 5 o'clock, having covered 150 kiloms. without any incident.

### A Long Flight on Blériot.

BARON Pasquier who has been doing some fine flying at the Blériot school at Buc, on the 23rd ult., flew from Buc to Etampes, Chartres, &c., covering about 250 kiloms. in his morning excursion.

### Testing the Sommer Stabiliser.

BY way of testing the new stabiliser, Bathiat took one of the Sommer machines so fitted, from Mourmelon to Mouzon by way of Rethel, Mezieres, Sedan and Douzy on the 23rd ult., covering the distance of 18c kiloms. in an hour and a half. He stated that the apparatus worked well.

### At the Hanriot School.

PAULET and Favre, each on a Hanriot monoplane fitted with 45-h.p. Anzani engine, made trials of an hour's duration at Rheims on the 24th ult., the former flying at 200 metres and the latter at 1,500 metres. In the afternoon they went over to Mourmelon-le-Grand.