

At the Nieuport School.

FROM the Nieuport ground at Villacoublay on the 24th ult., Naval Lieut. Delevoye and Sergeant Saint Andre were flying over Buc and the Chevreuse Valley for over an hour, Sergeant Hurtard also made the first test for a military *brevet*.

Aeroplane for Carrying Supplies.

AT Buc, on Saturday, Maurice Farman was testing a biplane specially built for the Italian Government for the transport of food or ammunition. With Capt. Macdonald and a load of 400 kilogs. the machine rose and flew very easily.

At the Borel School.

ON the 23rd ult. at Buc, Lieuts. Vergnette and Garnier and Sapper Benoist, each made flights of one hour on Borel machines, and Lieut. Personne flew over to Chartres and Orleans.

Simon a Superior Pilot.

FLYING over a course from Havre to Paris-Plage and back at an average height of 1,500 metres, Simon on his Sommer monoplane made the last test for his superior certificate on the 20th ult.

A Veteran Motor.

IT is worthy of note that the 50-h.p. Gnome motor on the Morane monoplane on which Garros flew from Tunis to Italy was numbered 20 and commenced its active existence in 1909.

Weight Lifting on a Nieuport.

TESTING a two-seater Nieuport, fitted with a 60-h.p. Clerget rotary motor, with an extra load of 280 lbs., Gobe was flying at Pau for 2 hours and 5 mins at a great height. The trial was officially observed by a French military officer.

Quick Firer on a Farman.

DURING last week, Mr. Henry Farman was testing at Buc a machine he has built for the Russian Government, which has a bullet-proof compartment for the pilot and his passenger and also has a quick-firing gun mounted in front.

More Farman Activity.

ON Sunday week, Henry Farman on a small trial machine, Maurice Farman on one of his latest biplanes, and Senouque on a Maurice Farman machine, each with a passenger, went over from Buc to Etampes and returned in the evening. Gougenheim, with a friend, went over from Etampes to Orleans for lunch, and Bernard, also with a passenger, starting from Buc, flew over Paris at a height of 1,500 metres.

Over a Thousand Kilometres in a Day.

THAT is the record of the Farman School, at Etampes, on the 23rd ult. Lieut. Combette made flights of an hour in the morning,

and an hour and three-quarters in the afternoon; van Steyn was flying over the neighbourhood for an hour and a half, while Paret was up quite a long time practising high flying. All the other pupils, including Col. Everett and Lieut. Burroughs, made good flights, and Renaux was busy testing a new Maurice Farman, which has a high turn of speed.

A Good Trip by Ladies.

COMPETING for the Ratmanoff prize for the longest distance flown by a lady passenger, M^{me}. Duchange, secretary of the Stella Aero Club, left Villacoublay on the 23rd ult., on a 70-h.p. Astra biplane, piloted by Madame Pallier. They started off in the direction of Chartres but were much troubled by the strong wind, and eventually landed at Maintenon after covering a distance of about 30 miles.

Gobe Tries for the Criterium.

AT Pau on the 26th ult., Gobe on his Nieuport set out to better Fourny's record of 1,010 kiloms. for the Aero Club of France Criterium, but after flying for three hours and covering about 300 kiloms., the pilot had the misfortune to lose his goggles and was compelled to land. His machine was fitted with a Clerget rotary motor.

Issy to Chalons on a Voisin.

RUGERE, on a Voisin biplane built for the French Army, on Monday flew over from Issy to Mourmelon in smart time.

Montmain a Superior Pilot.

LEAVING Villacoublay at a quarter to ten on Monday morning, on his Astra biplane, Montmain arrived at Orleans at 11.20. He had lunch, and then returned to Villacoublay. The flight was one of the tests for a military *brevet*.

Another Peugeot Aviette Prize Won.

ON December 21st at the Parc des Princes track, Paris, Paul Didier succeeded in winning the 2,000 francs offered by M. Peugeot for a flight of five metres accomplished by muscular power alone. On his bicycle, to which a pair of small wings were fitted to the front forks and another small plane above the back wheel, he made one "jump" of 5 metres 5 centimetres at a height of more than 2 decimetres (8 inches) and then turned round and flew 5 metres 32 centimetres in the reverse direction.

Night Flying at Johannisthal.

AN experiment in flying after dark was carried out at Johannisthal on Sunday week, when Bruno Hanuschke made a trip of a quarter of an hour. By the aid of the flares lighted on the aerodrome the pilot was able to make a perfect landing.



The new Curtiss-Paulhan hydro-biplane on which Paulhan has been making some very successful flights on the Seine at Bezons.