

Blanc Aeroplanes.

It is reported that a company had been formed to place the Blanc aeroplanes on the market. The Blanc aeroplane was referred to in *The Automotor Journal* of May 2nd, 1908, and also on March 3rd and April 21st, 1906.

Borgnis Triplane.

EXPERIMENTS were carried out this week at Gennevilliers with the Borgnis triplane, but only moderate success attended the inventor's efforts. A few short flights were accomplished, but he was unable to effect a turning.

An Aeroplane at Havre.

THROUGHOUT France aeroplanes are being constructed, more or less in secret, at all the important towns, and one of these little-known machines is being built at Havre.

New Gasnier Aeroplane.

M. RENE GASNIER is building a new biplane which will weigh 450 kilogs., which is 50 kilogs. more than the old model. The additional weight will be mainly in the framework, which is being made stronger. The planes will have a span of 10 metres, and a total surface of 35 sq. metres. At the rear there will be a tail, and in front an elevator.

Mieusset and Monin Helicopters.

Two other helicopters are being built at Lyons; one by Messrs. Mieusset and the other by M. Monin. The former will have three screws, which will be operated by a 35-h.p. engine, and is being constructed at the Mieusset motor factory to the design of an amateur in the district. The Monin helicopter will have two lifting screws, situated $1\frac{1}{2}$ metres apart. They will be of different diameters, and turn in opposite directions. M. Monin terms his machine a gyroptère, because the lifting screws are of quite a different form to the ordinary propellers. The weight of the machine will be 360 kilogs. including a 25-h.p. engine. When he has attained the art of suspension in the air, the inventor expects to be able to control direction by shifting the centre of gravity by moving his own body.

Cornu and Vuitton Helicopters.

M. CORNU, who is an advocate of the helicopter principle, has constructed a new machine, as also have Messrs. Vuitton-Huber. The latter is equipped with a 50-h.p. Farcot radial engine, placed horizontally with its crank-shaft vertical, and so arranged that it drives two lifting screws in opposite directions; in addition, it operates a propeller by means of an inclined shaft and bevel gearing.

Stolfa Cylindrical Aeroplane.

IN Vienna, an engineer named Stolfa has constructed an aeroplane having cylindrical surfaces instead of the usual cambered planes. The idea is apparently to assist in maintaining constancy of lifting effort, irrespective of balance, or to take an extreme case, the machine should fly as well upside down as the right way up. This might, we should imagine, be very unpleasant for the pilot, unless he is already an acrobat by training, and therefore used to inverted postures. The machine weighs 250 kilogs., and trials are expected to take place with it next month.

The Ramel Pendulum Seat.

ANOTHER ingenious idea which, curiously enough, seems to have an appropriate coincidence in its appearance with the above-mentioned machine, is attributed to M. Ramel, a Frenchman, who has devised a pendulum seat for his aeroplane, so that he can always sit upright irrespective of the movements of the aeroplane itself.

These two extreme cases, in the first of which the intrepid aviator has, so to speak, nailed his flag to the mast and intends to fly in any position, irrespective of personal discomfort, and the other inventor whose great idea seems to be to disassociate himself from the antics of his machine, are, taken in conjunction, really rather humorous, although of course both have a serious side, as either may bring out an hitherto unsuspected point which may be of general service to investigators of flight.

The Chalons Pilots.

CHALONS CAMP has become a remarkably popular aerodrome, and as progress in flight becomes more perfect, spectators may expect some interesting aerial incidents. Among those who are already installed, or



THE MAURICE FARMAN AEROPLANE.—Side view showing the double decks, the elevator in front, and the single rudder between the double-deck tail behind. The spread of the main wings is 10 metres, and the total weight 450 kilogs. The engine at present installed is a 50-60-h.p. Renault. The propeller is not shown.