

Moore-Brabazon Flyer Back in England.

MOORE-BRABAZON, immediately he had finished his experiments at the Chalons Camp, had his aeroplane dismantled and packed up for transit to England, for the Aero Show at Olympia, where the Voisin machine will probably be one of the most interesting exhibits for visitors during the coming week.

Santos Dumont Goes to Saint Cyr.

SANTOS DUMONT has taken his miniature monoplane back to his trial ground at Saint Cyr, and anticipates making some sensational flights with it after a few more preliminary experiments. Already, as our readers know, he has done remarkably well with his little machine.

Bleriot at Buc.

ON Monday, M. Bleriot made several flights at Buc, the longest of $2\frac{1}{2}$ kilometres, including turning, which was covered in two minutes, while a series of short flights, between 500 and 700 metres in length, were made against a wind blowing at 40 kilometres an hour.

Captain Burgeat Buys an Antoinette.

CAPTAIN BURGEAT, of the French Curassiers, has purchased "Antoinette VI" for his own use.

Farman Aeroplane Leaves for Vienna.

THE Farman flyer, which has been purchased by an Austrian company, has now been dispatched to Vienna.

The French Pupil Pilots at Work.

DURING the last two or three weeks the trial machine used by the pupil pilots has been in hospital, and truth to tell, we should not be surprised to see one or two of the pupils themselves there before long. Only the other day, when the machine, once more itself, made its first flight of about 60 or 80 metres, M. Desvaliers took a header off the driver's seat as the result of a faulty manoeuvre. He picked himself up safe and sound, however, and is now once more waiting for repairs to be effected, for it was he who put the flyer *hors de combat* on the last occasion.

Barker Aeroplane.

AT Dijon, MM. Barker have constructed a flyer which is going to Spain. It is of the Voisin type and is fitted with a 50-h.p. Anzani engine.

Goupy Flyer.

THE Goupy flyer, with which trials are being made at Buc, was, as our readers are aware, constructed at the Bleriot factory. Its span is only 6 metres, and its surface only 26 sq. metres. Unlike "Bleriot No. 11," which is also peculiar for its short span, this machine has, as we mentioned last week, two main supporting planes, and although the upper one is placed a little in advance of the lower one, the machine is what is properly understood as a biplane. It is fitted with a 25-h.p. R.E.P. engine, and is mounted on three wheels. The weight without the aviator is 209 kilogs., and with the pilot on board and in running order, does not exceed 290 kilogs.

Further Progress with the "Silver Dart."

It will be remembered that during the early days of Wright's experiments in France each succeeding flight was about double the distance of the preceding one, and Mr. McCurdy is adopting somewhat similar tactics in his experiments with his biplane "Silver Dart" at Baddeck, Nova Scotia. His first flight of any distance was of $4\frac{1}{2}$ miles, which was succeeded by one of 8 miles, and

on Thursday of last week he completely eclipsed this performance with a flight of 19 miles. It looks, therefore, as though this machine was going to be a formidable rival of the Wright flyer.

Graham-Bell Tetrahedral Machine.

ON Monday last, Dr. Graham-Bell's tetrahedral aeroplane "Cygnet II" was again tried over the ice at Baddeck, N.S., and although a speed of 15 miles per hour was attained, the machine failed to rise. Dr. Graham-Bell will now overhaul the apparatus and embody one or two improvements which have been worked out as a result of the experiments. It will be remembered that we published some particulars of this machine in our issue of February 27th.

Monaco Meeting.

THE entry list closed for the Monaco Meeting on Monday of this week, March 15th, an extension of date having been granted from March 1st, at which time 17 names were on the list, and the number has since grown to 35. In our last week's issue we announced six further entries, and twelve other names have since been received, including M. Zipfel, Societe d'etude d'aviation, M. Levi, M. Hornstein, M. Fernandez, who have entered biplanes, M. Raoul Vendome, who will use a monoplane, M. Fabre, who has a hydro-monoplane, and M. Bertrand, M. Petit, M. Gabriel Sezuin, M. Sergeant, and an Italian, who have not yet specified their machines.

Rheims Circuit.

THE Municipal Council of Rheims has voted 40,000 francs towards the Rheims Circuit, and there is a prospect that several valuable prizes may in addition be offered by individuals.

Short Brothers Build Wright Flyers.

MANY people have doubtless wondered what the Wright Brothers were going to do with regard to England and the introduction of their flyers into this country, and very few indeed could have known that the well-known aero engineers, Messrs. Short Brothers, have for some little time now been engaged on their construction. It was not that there was really any need for secrecy in the matter, but merely because Messrs. Short Brothers themselves have been so very anxious to avoid any suggestion of "puffing" themselves by the aid of the Wright name that the information has hitherto been regarded as strictly private, and it is only because Mr. Griffith Brewer, who is acting as patent agent for the Wrights in this country, considered it proper to make the matter public, that it has become known at the present stage. It is not difficult to guess that applicants for the right to build the famous flyers in this country have been sufficiently numerous and importunate in their petitions, and it is by no means difficult for those who know the Short Brothers to understand why those other brothers in France should have given them the first chance. They have a factory, and they are used to working with that care and precision on which depends the safety of all who risk their life in the air; moreover, since the eldest brother has come down from the north—where he has lately been associated with the Hon. C. A. Parsons in certain experimental work—the firm represents a combination of theory and practice such as is dear to Wright's heart. He has entrusted them with the building of six machines, which represent a money value of £8,400, and for the moment this is all that has been decided on, for the Wrights are essentially cautious people, who know how