

NEWS OF THE WEEK.

Santos Dumont at Issy.

ALTHOUGH Santos Dumont has not made any advance on his performance of April 8th, when he flew for $2\frac{1}{2}$ kiloms., he has not been idle. On Saturday last he had the "Demoiselle" out, and in the morning made three good flights, one of them being for more than a kilom. A slight mishap occurred when landing after the third flight, the tail striking the earth rather suddenly and getting a little damaged. Repairs, however, were soon executed, and in the evening the little flyer was out again. Upon this occasion, after making a flight of about 200 yards, Santos Dumont attempted to turn, when the wind rather upset his calculations, with the result that one wing came into somewhat rude contact with the earth. In consequence three fractured tubes resulted, and as soon as these are repaired M. Dumont will resume his trials.

Henry Farman at Chalons.

By way of keeping *au fait* with the art of riding the wind, Mr. Henry Farman has been making one or two flights on his No. 1 machine. At dusk on the 11th inst., despite a strong wind which was blowing, he flew for about 8 kilometres. On the following morning he made a flight of about three minutes in duration. M. Jean Gobron, one of Mr. Farman's pupils, has, in the meantime, made several flights of from 500 to 600 metres in length. On Saturday Mr. Farman made several flights of about 800 metres in length, carrying a passenger weighing over 14 stone.

Comte Lambert at Cannes.

COMTE LAMBERT is now installed at the Napoule racecourse, near Cannes. On the afternoon of the 17th instant, he started flying by covering 400 metres in a straight line. He then circled round the flying ground, and finished up by describing two figure "8's" over the racecourse, one being completed in 2 min. 3 secs., and one in 1 min. 25 secs.

Mr. Lathom at Chalons.

ON Wednesday last, Mr. Hubert Lathom made an attempt on his Antoinette monoplane to win one of the Aero Club's new prizes for a flight of 500 metres by a pupil.

M. Delagrangé Training at Juvisy.

M. DELAGRANGÉ is training at Juvisy in preparation for the competition for the Legatinerie prize at the opening of Port Aviation. He is using his old machine, and on Tuesday made a flight at a height of about 20 metres, circling three times round the flying ground.

A Prize for French Military Officers.

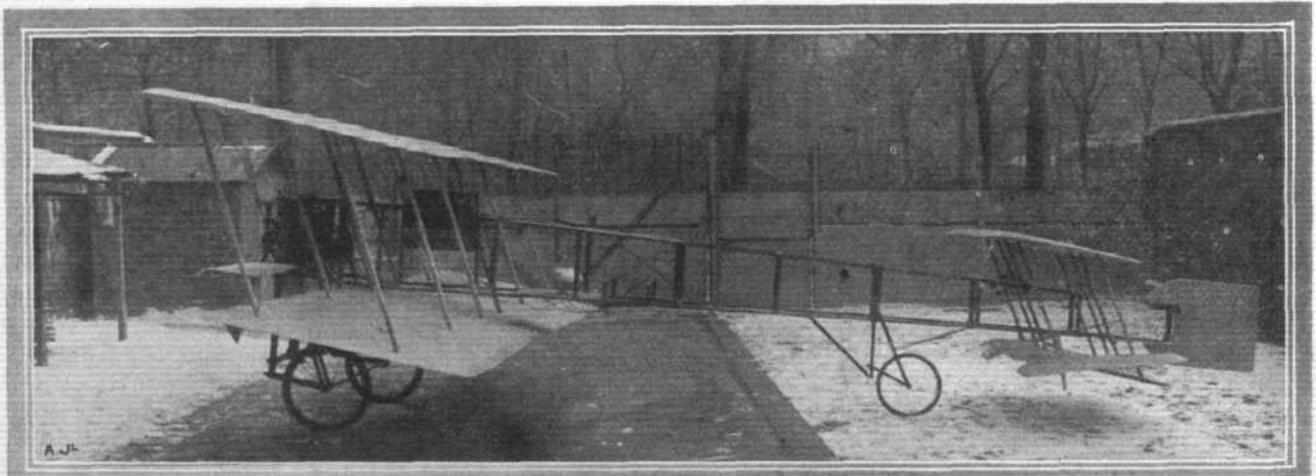
VISCOMTE HENRY DE KERSAINT, a member of the Committee of the Société d'Encouragement à l'Aviation, has founded a prize of 5,000 francs, which may be extended to 10,000 francs, to be competed for at Port Aviation by officers of the French Army on active service.

Aviation in Denmark.

Two flyers are shortly to be seen in the neighbourhood of Copenhagen—Dr. Folmer Hansen, who has been taking lessons from Mr. Henry Farman, having purchased a Farman biplane with which he hopes to, presently, start flying at the Klampenborg racecourse, about 15 kiloms. from the Danish capital. The second machine will be a Wright flyer which M. Delagrangé will take to Denmark at the end of the present month or the beginning of June, and with which he will make flights at Aarhus-Jutlands, where an International Exhibition is to be held this year, and also at the Amac military parade ground.

Wright Flyers in Germany.

FROM Berlin it is announced that a company with a capital of 500,000 marks (about £25,000) has been formed by the General Electricity Company for the purchase and exploitation of the Wright patents in Germany. It is further stated that the company is paying the Wright Brothers 200,000 marks for the patents in Germany, Norway, Sweden, Luxemburg, Denmark, and Turkey, to include any improvements which may be made in the future. The purchase price also covers the delivery of one machine, which is to be flown at Berlin by one of the Brothers Wright. Besides the G.E. Co., Messrs. Krupp (Essen), Ludwig, Loewe and Co., and Elbruck and Co., are bracketed with the undertaking.



THE GOUPY AEROPLANE.—The biplane, of somewhat unusual design, with which M. Goupy is now experimenting at Buc. It will be seen that the upper planes are a little in advance of the lower one, and that the aviator sits behind the front planes. The biplane, which has been built by M. Bleriot, has a lifting surface of 26 sq. metres, the main planes having a spread of 6 metres, and being 1'6 metres across, while the length of the machine is 7 metres. A 29-h.p. R.E.P. motor drives the four-bladed tractor-screw, and the complete machine weighs 290 kilogs.