

## Mr. Farman to go to Coventry.

It is announced that there is every likelihood of Mr. Henry Farman being seen flying in the neighbourhood of Coventry before long, as Mr. Ballin Hinde has made a contract with him relative to the development of his machine in this country, one condition of which is that Mr. Farman is to give exhibitions of flying, both on his new and old machines, at Coventry, which once more speaks volumes for Mr. Ballin Hinde's shrewd judgment.

## British-Built Engines and Bleriot Monoplanes.

In addition to building light engines for flyers, it is announced that Messrs. Humber, Ltd., have now arranged to build fifty Bleriot monoplanes at the price of £400 apiece. Coventry will therefore be the first town in Great Britain to take up seriously the manufacture of flying machines. This enterprise is due to Mr. Ballin Hinde, who is also arranging for the manufacture of Voisin and Farman machines at Coventry.

## Aeroplane Control.

IF in all phases of motoring reliability is regarded as above all things essential, this is more particularly the case with the aeroplane, which more than anything else depends upon the satisfactory working of every part if safety is to be assured. Here any failure or derangement of the means of controlling engine or planes must almost certainly end in a serious mishap, and naturally the flying man should give special attention to these features of his machine. It is noteworthy that Mr. S. F. Cody, like M. Bleriot and most other aerial navigators, pins his faith to the Bowden wire mechanism for controlling purposes, and used this well-known device in his recent successful cross-country flight.

## Bordeaux to be the Next Year's Big French Meeting.

HAVING guaranteed the sum of 200,000 frs. to be distributed in prizes, the Aero Club du Sud Ouest and the Ligue Meridionale Aérienne have induced the Aero Club of France to approve of the proposal to hold a big aeronautic meeting in the Bordeaux district next



The medal which has been designed by Arnold Hühnerwadel for the Swiss Club for the Gordon-Bennett Balloon Cup Race, taking place at Zurich on October 3rd.

September. The Aero Club of France have also resolved to ask the Fédération Aéronautique Internationale to hold their next annual conference at Bordeaux during the time that the flying contests are being held. The meeting will be held immediately after the conclusion of the Rheims meeting on August 28th, and the site will be the aerodrome of 3,000 hectares at Croix d'Hins, which it was thought the Ae.C.F. was going to take over officially recently.

## Mr. Cody's Radiator.

IT would appear that although, as mentioned last week by us, there was a leakage of water in the cooling system on Mr. Cody's flyer, the fault was in no way the radiator proper. It was, so Mr. Cody explained, simply from one of the rubber connections from the engine to the radiator which had pulled or burst off. This is but in accordance with what all those who are acquainted with the spiral type of radiator tube, which is used by Mr. Cody, would have expected.

## A Bleriot for Yorkshire.

MR. ALBERT HOUSE, who was the first to own a motor car in Yorkshire, believes that he will have a similar honour with regard to an aeroplane. He has ordered a monoplane from M. Bleriot, and delivery is promised for December. Mr. House is now on a visit to the Bleriot works, where he is making himself *au fait* with the construction and manipulation of the flyers.

## M. Tissandier as Pilot.

AT the last meeting of the Committee of the Aero Club of France it was decided to grant a pilot's certificate to M. Paul Tissandier.

## Orville Wright's Records—Height and Passenger.

IT was by a strange coincidence that Orville Wright should have succeeded in beating the world's record for altitude, and so placing another triumph to his credit, on the anniversary of the day when disaster overtook him and Lieut. Selfridge in America last year. True, his new record was but short lived, but it was a notable achievement to raise Latham's record of 155 metres to 180 metres. The record was made during a flight which lasted 55 minutes. Previously, Orville Wright had flown with Capt. Engelhardt for 55 mins., and both these performances were witnessed by the German Emperor, Prince Adalbert, Prince August Wilhelm, and Princess Victoria Luise. On Saturday last Orville Wright placed another record to his credit, namely, that for a flight with a passenger. He succeeded in carrying Capt. Engelhardt for 1h. 35m. 47s., thus considerably improving on his old record of 1h. 12m. 36s. with Lieut. Lahm. Subsequently, an attempt was made on the world's duration and distance records held by Mr. Farman, but after flying for 1 hr. 45 mins. motor troubles made a landing advisable, and the attempt had to be abandoned.

## Le Blon an Aviator.

LE BLON, who a few years back drove in every important road race, has now taken to aviation. On the 15th inst. he made his *début* at Issy, using a Bleriot monoplane, on which he made a jump of about 10 metres. In landing, the machine pitched forward and damaged the propeller slightly.

## Paulhan at Ostend.

PAULHAN made a noteworthy performance on Saturday last by flying for 1h. 1m. 1s. over the sea front at Ostend, between the Royal Palace and the harbour. During the trip it is estimated that he traversed about 47 kiloms. at a height of about 100 metres. The flight was concluded with an exciting incident, as when Paulhan decided to stop, the tide was up, and there was only a