

very narrow place left to land. Paulhan was unable to keep to this small spot, and dropped into shallow water, from which the machine was conveyed to the shore. On the 17th inst. M. Bregi flew 1,600 metres, and in a second attempt covered 4 kiloms. in 4 mins. 58 secs., but in the afternoon Paulhan bettered this attempt, and was awarded the prize of 5,000 francs. For his hour flight on the following day Paulhan secured the prize of 25,000 francs. M. Paulhan is now at Spa.

Doings at Issy.

It has been decided to hold the three days' flying meeting at Issy on October 30th and 31st and November 1st, and it is likely that many of those aviators who have had their first lessons on the famous ground will take part.

Early in the week Legagneux was experimenting with a monoplane which bore considerable likeness to M. Santos Dumont's "Demoiselle," and M. Bunau Varilla was also trying his Voisin machine, to which he has now fitted a Gnome motor.

On Tuesday M. Bleriot was "exercising" his new monoplane, and, after flying round the ground two or three times, M. Molloy, an engineer in the Surcouf works, took his place in M. Bleriot's seat, and was given his first lesson.

Activity at Chalons.

CHALONS CAMP resumed its old time activity for a few days last week, when Farman and Latham were both practising on their machines preparatory to going to Berlin. Several new purchasers of Voisin machines, among them Mr. A. M. Singer, MM. Dade, Schuler, Poillot and Nanetio, were also taking instruction from M. Colliex, and on the 17th Mr. Farman gave a first lesson to his latest pupil, Dufour, taking him for a couple of circuits round the camp, and on the 15th he carried Mr. Mortimer Singer for about 3 kiloms.

Clement-Bayard Biplane.

AMONG the newcomers at Port Aviation, one of the most promising is a biplane of the Voisin type—but without vertical curtains—which has been built in the Clement-Bayard works. It has a lifting surface of 60 sq. metres, and is fitted with a 4-cyl. 40-h.p. Clement-Bayard engine weighing 105 kilogs. The span of the main planes is 11.6 metres, while the overall length of the machine is 11.5 metres, and the weight about 500 kilogs. It will be noticed that balancing is effected by small auxiliary planes placed between the main planes. M. Maurice Clement is experimenting with it at the Juvisy aerodrome with the idea of taking part in the competitions there during the fortnight in the beginning of next month.

A New "Voisin" Model.

HITHERTO the different Voisin machines which have appeared have all been very similar, but the latest model presents several differences from the design which has proved so successful in the hands of Delagrangue, Paulhan, Rougier, &c. A radical departure in the new machine is the removal of the elevating plane from the front to inside the box tail, while now the propeller is mounted in front instead of at the rear of the main planes. The aeroplane, which will be tested by M. Chateau, will be a Voisin production throughout, as the motor will be of a new design, for which M. Gabriel Voisin is responsible. Having a bore and stroke of 120 mm. by 140 mm., it is designed to give 48-h.p. at 1,100 revolutions per minute, and weighs 95 kilogs. with magneto, &c.

M. Bleriot Feted by his Fellow-countrymen.

PRACTICALLY all Frenchmen holding official positions in London assembled at Prince's Restaurant on Thursday evening of last week to do honour to their compatriot, who had been the first to fly across the Channel in an aeroplane. M. Paul Cambon, the French Ambassador, presided, and in proposing the health of M. Bleriot said that while he was a *savant* and an inventor, he was also a man full of action and *sang-froid*—a daring man but not a foolhardy one. In replying, M. Bleriot regretted the absence of Mme. Bleriot, due to indisposition, and gave this message to his countrymen:—"Struggle persistently, in order that the application of the science of aviation may be, as it were, our domain, our commercial advantage to preserve for France in this novel industry a supremacy she well deserves, for it is a revolution capable of infinite possibilities."

M. and Madame Bleriot were entertained to luncheon at the Mansion House by the Lord Mayor of London on the same day as the above banquet was held.

M. Bleriot's Plans.

SPEAKING to a *Daily Mail* representative on Thursday of last week, M. Bleriot said that as regards the future his first business would be to see that the 103 monoplanes he has on order were completed and delivered. That should leave him free early in November, when he hoped to achieve his ambition of flying to Manchester. For this he was building a special machine, having a little larger surface than the cross-Channel flyer, and fitted with a 50-h.p. engine. He hoped to make the journey in one flight, without any intermediate stops. After that, M. Bleriot may give up flying, but he intends to hire a large ground between Bordeaux and Pau, where he would train pilots to manipulate his monoplanes.

A New Voisin Pilot.

A VERY promising pilot of the Voisin school is Henri Brégi, who has been doing well at Ostend. His progress was so good that after only four previous lessons, he was able to fly round the camp at Chalons seven times. He looks as though he will be a formidable competitor of Paulhan in the manipulation of Voisin flyers.

Conference at Nancy.

DURING this week the meetings of the International Aeronautical Committee have been held each day at Nancy, when papers have been read and discussed by representatives of various countries. One of the most important was that given on Wednesday by M. Laurent de la Barre, the eminent French lawyer, who took as his subject international aerial law.

Flying in Germany.

ON Saturday last Herr Grade flew 3½ miles in 3 mins. 47 secs. at the Mars flying ground.

Berlin Flying Week.

ALTHOUGH the entries for the Berlin flying week are not so numerous as at Rheims, they include all the most successful aviators, while practically each of them made good flights. Among them are:—

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|---------------------|-----------------------|-------------------|
| Latham (Antoinette) | Sanchez Besa (Voisin) | Bleriot (Bleriot) |
| de Caters (Voisin) | Emilio (Voisin) | Leblanc (Bleriot) |
| Calderara (Wright) | H. Farman (Farman) | Paulhan (Voisin) |
| Rougier (Voisin) | H. Fournier (Voisin) | Sommer (Farman) |
| O. Wright (Wright) | Dufour (Farman) | |

The arrangements are modelled on the lines of the Rheims week, and flying commences to-morrow, Sunday, and continues to the following Sunday. Included in