

about 4.30 p.m. when the Crown Prince arrived, and Orville Wright was in the air having a practice run after giving lessons to his pupils, Lieut. Engelhardt and Herr Keidel. When he came down, the Prince took the seat on Orville's right, and they started off. At first the height was restricted to about six metres from the ground, but at the urgent requests of the Crown Prince, Orville Wright gradually rose until the earth was about twenty metres below. For about 7 mins. the flyer kept on this level, and then the descent was slowly and gracefully accomplished. Subsequently the famous American announced his intention of flying high. He flew round and round in an ever ascending spiral until it is estimated that he was at a height of 1,500 ft., passengers on the Havel steamers over three miles away being able to see him gliding through space. The ascent occupied about ten minutes, while less than half that time was occupied in the return to *terra firma*. These achievements were carried out on the Bornstedter field, near Potsdam, and were watched by a vast concourse of people, who cheered lustily each time Orville Wright returned to earth. Before leaving the ground the Crown Prince presented Orville Wright, by way of a memento of the occasion, with a gold scarf pin, consisting of the initial "W" surmounted by a crown set in diamonds. On the previous Thursday, in the presence of the German Empress, Princess Victoria Louise, and Prince August Wilhelm, Orville Wright flew to a height of about 900 ft. Unfortunately, neither of these performances were officially observed, and so they cannot be accepted as world's records. All the same, there is no doubt that Rougier's record was handsomely surpassed.

Wilbur Wright Flies Over Warships.

NEW YORKERS had a further taste of what can be done with a flying machine on Monday last, when the crowds assembled along the banks of the Hudson river saw Wilbur Wright start from Governor's Island, and after crossing several liners, and after swooping down past H.M.S. Drake, fly for nearly ten miles up the Hudson river and back again. Wilbur Wright estimated that he covered about 24 miles during the 33 mins. 33 secs. he remained in the air.

Wright Brothers to Retire.

It is reported by cable from New York that Wilbur Wright has announced that he and his brother have made their last flights in public. Henceforth they will devote themselves to the commercial exploitation of their

machines, and they will only fly in future to test improvements in construction.

Learning to Fly in Three Minutes.

ON the 30th ult., a striking demonstration of the wonderfully quick way in which some men can grasp the essential principles of a flying machine was witnessed at Issy. In response to a note to the effect that the flyer he had ordered after M. Bleriot's cross-Channel flight was ready, M. Guy Blanck repaired to the famous military ground to take his first lesson. After a three-minute explanation from M. Collin, the Bleriot instructor, M. Blanck got into the driver's seat, had the motor started, and flew across the ground in a straight line. In a second flight he made several turnings. The next day he had just started when a derangement of the motor made it necessary to take a few days' rest.

Automobile Club of France to Organise an Aviation Week for 1910.

AT the committee meeting of the A.C.F., on Wednesday last, upon the proposition of the Marquis de Dion, it was decided that a grand aviation meeting should be organised to take place next July. Interviewed afterwards, the Marquis de Dion once more proclaimed that it was the aim of the A.C.F. to foster the sporting side of the aviation industry in the same way that they had looked after the automobile movement.

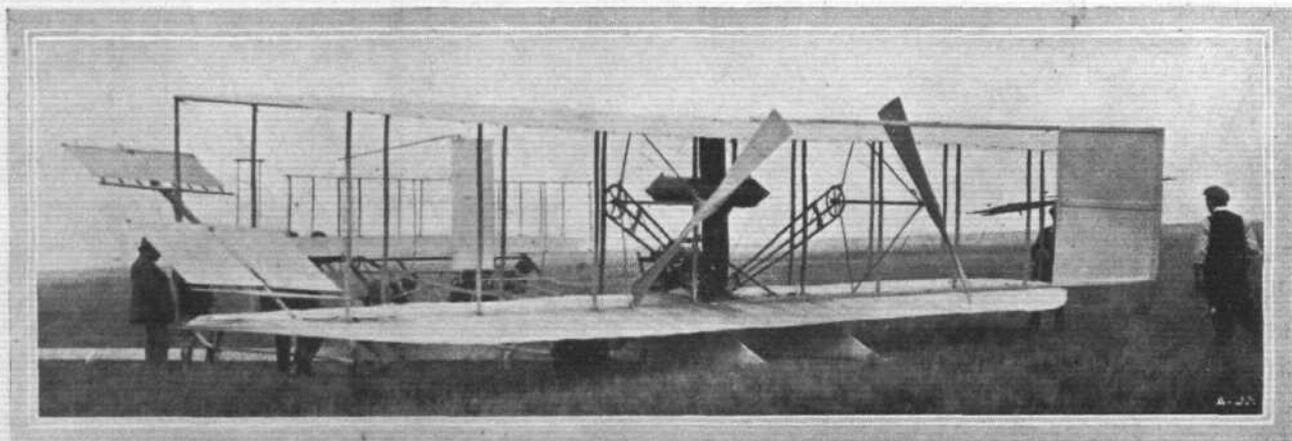
Bleriot to go to Buda Pesth.

ARRANGEMENTS are being made to give M. Bleriot a gala reception when he visits Buda Pesth from the 15th to 17th inst. He will be received officially by the Minister of Public Instruction, by the University, the Academy of Sciences and other learned Societies, and on the 17th inst. he is to make a series of flights. His machine will be on show in the Vigado Hall on the 14th and 15th.

Activity at Chalons.

AT Chalons the teaching of the purchasers of Voisin biplanes is continued daily, and some of them make splendid progress. On the 23rd ult., M. Colliex, the instructor, on making a trip of one kilom., gave lessons to Mr. Mortimer Singer, M. Allard Ravetto, the chauffeur to the Chevalier Florio, and M. Poillot, and the last-mentioned succeeded in twice covering a distance of two kiloms., including turnings.

On the Friday and Saturday, M. Küller was taking his first lessons on the Antoinette monoplane which Latham had been practising on, but he did not meet with any measure of success. On Sunday he made his first two flights, which were between five and six hundred metres in



Three-quarter view, from the back, of the Short biplane, constructed for Mr. Moore-Brabazon.

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