

Nice Flight Meeting in April.

PROGRESS is being made in the organisation of the meeting which is to be held at Nice from 15th to 30th April next. The programme will be framed upon those which have been in use at other meetings, but new events will be introduced, such as landing competitions, &c. There will be racing on ten days, and other days will be devoted to cross-country flying from Nice to Monte Carlo and back, to Antibes and back, to Cannes and back, &c. The first prize in the Nice to Monte Carlo event will be £2,000 and the second prize £400.

A Paris-Brussels Race.

ON the authority of the *New York Herald* it is announced that the A.C.F. at their last meeting gave favourable consideration to the proposal to organise a race for aeroplanes between Paris and Brussels some time during next year. The distance between the two capitals is 300 kiloms., and a sub-committee is now considering the conditions for the event and whether it will be possible to do it in one stage. Should the project materialise, the finish would be at the International Exhibition which will be held at Brussels next year.

Date of Havre and Lyons Meetings.

DATES have now been selected by the committees which are organising the flying meetings at Lyons and Havre. The former have ear-marked May 14th to 22nd for their "week," while the Havre meeting, which will also extend to the towns of Trouville and Deauville, will be spread over a fortnight in September.

Flight in Austria.

HERR ETRICH, who has been experimenting in Austria for some years with flying machines of his own design, at last seems to have met with some success. According to the *Neue Freie Press* Herr Etrich, at the aviation ground at Weiner-Neustadt, recently made a flight of $4\frac{1}{2}$ kiloms., attaining a speed of 70 kiloms. an hour at a height of 25 metres.

And in Hungary.

HUNGARY is also taking an active interest in flying matters. On the 2nd inst. Dr. Kutassy, who has recently obtained delivery of a Maurice Farman biplane, succeeded in flying at Budapest for 5 kiloms. at a good height, about 2,000 people witnessing the trial.

An "Aérolistatoplano."

AMONG the models which were on view at the flying exhibition at Turin was one of a curious combination of

the lighter- and heavier-than-air machine, which Sig. Virginio Florio, the inventor, dubbed an "aérolistatoplano." In form the machine is a monoplane, but the chord of the main planes is almost as great as the spread of the wings. The planes are of wedge-shaped section, and it is proposed that they should be filled with gas.

Flying at Cincinnati.

ON the 12th, 13th, and 14th ult., a flying meeting was held at Cincinnati, Ohio, under the auspices of the Weal Aero Club, and about 10,000 spectators assembled each day to see short flights by Curtiss and Willard, on Curtiss biplanes, and ascents by Messrs. Roy Knabensrhue, and Lincoln Beuchy and Cromwell-Dixon, in their respective small dirigibles.

Flight at the Polytechnic.

IN connection with the course of instruction in aero engineering at Regent Street Polytechnic, Mr. Holroyd Smith delivered a lecture entitled "Observations on Flight" on Friday of last week. Mr. Smith described the various types of wings of birds and insects and their action, and the deductions to be derived therefrom. He then went on to deal with various problems relating to mechanical flight, such as action and reaction, compression and displacement, produced and induced currents, and wind pressures.

Winter Fashions for Flyers.

As the year draws to a close, and the contest for the Michelin Cup becomes keener, the flyers have to consider the question of protecting themselves from the cold during the long time they are flying. For his record-breaking flight, the other day, Henry Farman rigged up a sort of enlarged foot muff, which, besides enclosing his legs, was continued up, so that it also protected the body of the flyer, and considerably lessened the discomfort consequent upon his four and a half hours' ride in the chilly air.

Flyers Repaired.

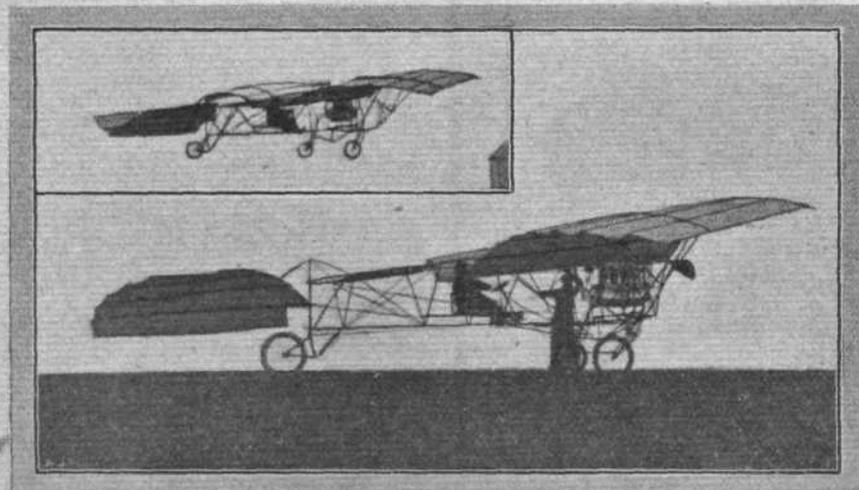
To come across a notice to the effect that "all kinds of airships, monoplanes, and biplanes repaired on the shortest notice—garage for airships now open," would be sufficiently startling in any locality, but to find it on an Essex highway is certainly humorous. Perhaps the enterprising garage proprietor imagines that all the flyers and dirigibles in the kingdom only need a notice of this sort to put in a long-expected appearance. We, too, could wish that it were as easy to bring them into being.

Aeroplane Ferries.

FINDING his patience tried to the utmost by the intermittent service of steamers between Sicily and Italy, Chevalier Florio, it is reported, is determined to see whether he cannot render himself independent of them. To that end he has ordered a Voisin biplane, and has sent one of his chauffeurs to the works in Paris to be taught how to manipulate it, in view of the proposal to use the flyer for transporting Chevalier Florio across the Straits of Messina.

Flying at Brooklands.

MR. NEALE made a most successful flight the length of the Brooklands ground, on his Bleriot machine, on Sunday morning, attaining an altitude of 14 to 16 ft., the height of the sheds, and alighting easily. He had previously made several short flights at no great distance from the ground.



An Italian Monoplane—the Miller Aerocurve—built at Turin.—Inset is the machine as seen when in flight.