

Mamet's Blériot was brought out. After a little preliminary tuning up, he started off. Rising rapidly in gradually widening circles he soon attained an altitude of 1,000 ft. and then returned to the ground, after a trip which had lasted 12 mins. 58 secs. Ladougue was also in the air for a little over a quarter of an hour, and at 5 o'clock de Lesseps made a flight over the surrounding country, rising to a height of 3,000 ft. He was up for 19 mins. 33½ secs. Ladougue also made two other trips, one of 12½ mins., while Mamet made a 6-min. flight in the twilight.

#### Folkestone Meeting.

ALTHOUGH, as we recorded in our last issue, the first two days of the meeting at Folkestone produced some good flying, the proceedings on Wednesday of last week were marred by the serious accident to Barnes. A strong northerly wind had been blowing all the morning, and it was not till half-past four that there was any possibility of demonstrations. Then Barnes, having got the engine of his Humber monoplane to run properly, determined to take his chance. He rose to a height of about 80 ft., and flew against the wind for half a mile, then turning. It was then apparent that the engine was not running well, as the flying was unsteady, but Barnes managed to clear some trees and a hedge, and after coming very close to the earth, the machine suddenly rose for some distance. Then something happened, and the spectators were amazed to see Barnes leave his seat and leap to the ground from a height of some 30 ft. Relieved of the weight of the pilot the machine shot upward for a few feet, then turning over and crashing to the ground. The doctors and ambulance men who hurried to the spot where Barnes had fallen found that he had fractured his skull and broken his wrist. These injuries were attended to on the ground, and then the aviator was conveyed to the Royal Victoria Hospital, where, according to the latest reports, he is making good progress towards recovery.

Later in the afternoon Mr. Moisant made several ascents with passengers, but the best flight of all was carried out by Mr. Cecil Grace, who made a rapid rise to an altitude of 3,500 ft. from which he glided down until within 1,000 ft. of the ground, then rising again to a considerable height, ultimately landing by a splendid glide.

On Thursday, the final day of the flying, on the Folkestone racecourse at Westenhanger Mr. Moisant had the field to himself, as Mr. Grace had left on the previous evening. Commencing a few minutes after four, Mr. Moisant was in the air almost continuously for over an hour, only landing four times to change his passengers, three of whom were ladies.

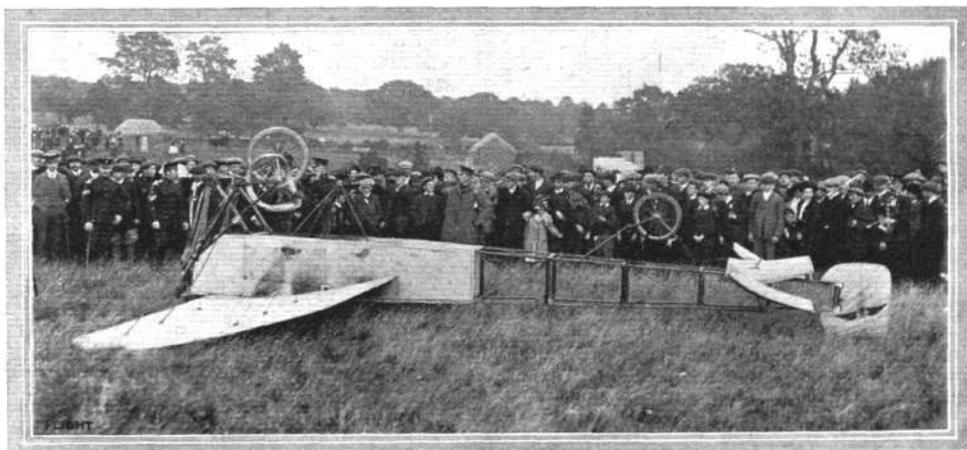
#### Flying at Brooklands.

In connection with the annual race meeting of the Auto-Cycle Union, held at Brooklands last Saturday, a novel event was arranged in the shape of a race between a motor cycle and an aeroplane. The motor cyclist was F. A. McNab, mounted on his Trump motor cycle, and he had to cover four laps of the full course, while Blondeau, on Mrs. Grace Bird's Farman biplane, was making five circuits of the aerodrome course—about an equivalent distance. Fine weather favoured the proceedings, which were watched by a



Mr. A. G. Barnes in flight at Folkestone Meeting ten seconds before his accident last week.

large number of spectators. The aeroplane had a flying start, and completed one lap before the motor cyclist was given the word to go. After an exciting tussle, McNab won by 36 secs. Subsequently some fine flying was seen by Blondeau, but he was surpassed by Graham Gilmour, who, taking Miss Bacon as a passenger on his Blériot machine, ascended to a height of about 1,000 ft., and detoured over the surrounding country. Blondeau, at a height of 300 ft., also ventured out beyond the bounds of the aerodrome. While these flights were going on the spectators on the ground were much interested in short flights by Macie, on his biplane, and experiments by several other flyers.



AFTER THE TUMBLE.—Mr. Barnes' monoplane upon its back at Folkestone after his bad fall last week.