

Mr. G. E. Bradshaw brought out the Star, fitted with the new Star engine, for the first time on Thursday, the 10th, and making a number of flights found the machine even steadier than before. The Star monoplane was always a steady flyer, but the tail had too much weight on it, and dropped a little when in flight. The new engine, which is slightly heavier, seems to make the machine travel on a more even keel, and the pilot says it is hardly necessary to move the elevator at all. The long tubular Antoinette pattern radiator has been replaced by a small neat looking one behind the engine, and this latter is so efficient that after half-an-hour's run on full throttle in the shed, the hand could be held on the water-pipe above the engine without discomfort. Mr. Bradshaw was out again for a considerable time on Friday afternoon, the 11th, but a nasty sidewind over the trees prevented anything but straight flights.

The Mann monoplane is awaiting a new and larger propeller for the Jap engine with which it is fitted. The engine turns the present 6-foot propeller at 1,500 revolutions per minute, and Mr. Mann thinks he will get a greater pull from a seven-footer running at about 1,200 revolutions per minute.

Mr. N. F. Holder has decided to dispose of his present monoplane, and has placed an order with the Blériot firm for a two-seater Blériot monoplane driven by a 40-h.p. Gnome engine.

The Star biplane, built on Farman lines, is now, we learn, completed, and will be taken to the flying sheds in the course of the week for its trial flights.

#### London Aerodrome.

THE past week has been a scene of great activity in the Blériot school. On Tuesday, the 8th inst., Mr. Johnstone, one of the American pupils of the school, was out practising, and managed to

get off the ground. It was, however, only his second lesson, and, being inexperienced, he descended somewhat violently, breaking a wing. On Wednesday, Prier was at work, and flew with his usual brilliancy. Next day two new pupils signed on, Mr. Bouwens and Capt. Board, each taking their first les-on on that date. On Friday Mr. Bouwens had his second lesson, and progressed fairly well. On Saturday morning Mr. Weir was out, and met with his first accident; his machine, fitted with a 25 h.p. Anzani, got a little out of control, with the result that the front chassis-struts were cracked. His luck so far has been marvellous. Using the other school machine, Mr. Bouwens indulged in a third lesson, and, as a result, left the ground, and made several low flights of about 300 yds. In the last of these he went dangerously near to the boundary-fence, but by dexterous manipulation he steered himself clear in a masterly manner considering his inexperience. In the afternoon Prier made a flight of about half-an-hour, ascending about 300 ft., and displaying all his old skill. It is really difficult to quite adequately describe all Prier's flights. Only those who see them can note the wonderful evolutions between one flight and another; in cold type they all read the same.

During this week the Valkyrie people have not enjoyed the best of luck. The little machine was finished on Tuesday, but owing to the breaking of a pump and propeller troubles, the "Valkyrie III" could not get out until Friday, which was a day hardly suited to trying a brand-new and untried aeroplane. On Saturday, however, the pilot made two good flights—one of three complete circuits of the ground and another of two and a half rounds, at an average height of some 30 ft. from the ground. On Monday he was out again, but was not doing quite so well as on Saturday.

A new machine—the Pupin monoplane—arrived on the ground last Friday, but has not yet been out of its shed.

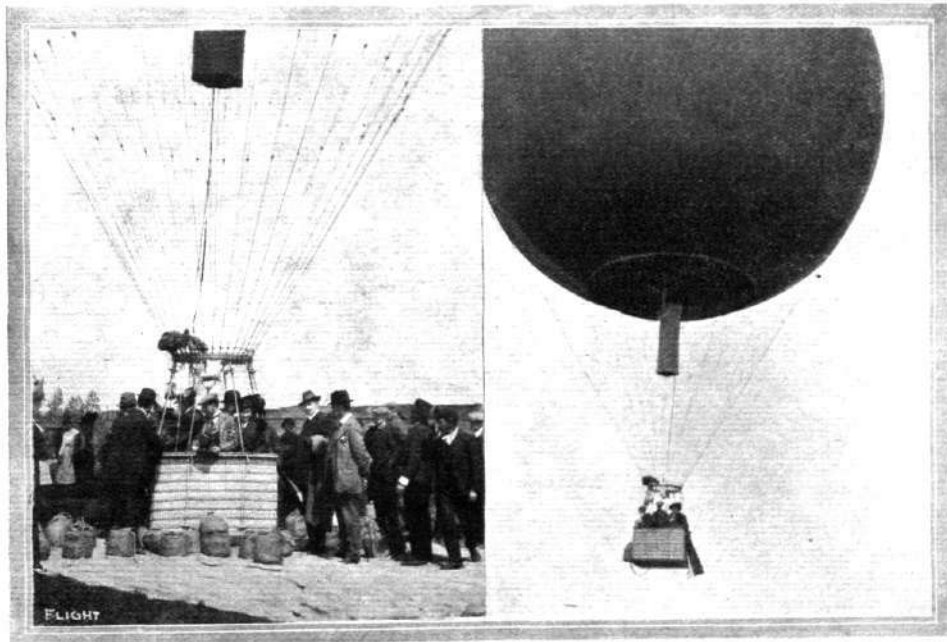


## AIRSHIP AND BALLOON NEWS.

#### The Willows Airship in France.

ON the 10th inst. the Willows airship arrived at Lamotte Beuilly, where it was safely housed in the shed there belonging to M. Adolphe

Clement, where the necessary repairs were carried out, and Mr. Willows hoped to have the airship ready for a cruise over Paris during this week.



Ready

and

Away.

A BRITISH BALLOON ASCENT IN CHILL—From Mr. J. Norton Griffiths we have received the two very interesting photographs of the first balloon ascent made with his balloon at Santiago, Chili. The occupants of the car were Mr. Short of London, Senor Don Mateo Clark and Miss Clark, and Senor H. Gana. The balloon was sent over in charge of Mr. Short to take part in the Chill Centenary Celebrations last September.