



INTERNATIONAL BALLOON RACE IN AMERICA FOR THE GORDON-BENNETT BALLOON CUP.—The start from St. Louis on October 17th. This race, it will be remembered, was won this year by the "America II," with Mr. Allan R. Hawley and Mr. Augustus Post as crew, a new world's record for distance also being claimed.

French Customs and the Willows Airship.

As we announced in our last issue, following upon the representations made by the Aero Club of France, the French Director of Customs gave orders that the Willows airship should be released upon Mr. Willows giving an undertaking that in the event of his airship remaining definitely in France he would pay the proper Customs dues. The airship will be allowed to remain in France free of duty for one month. In view of the trouble experienced by Mr. Willows in this connection, it would be well for those who contemplate following his example to give notice of their intentions to the French authorities, so that the proper notification can be sent to the Excise officers.

"Parseval V" in Trouble.

HAVING been sent by rail to Brunswick, "Parseval V" was inflated on the morning of Sunday week. During the afternoon of

that day she made five trips of varying duration, and was then moored on the military parade ground for the night. A storm suddenly broke over the ground and it being feared that the airship would break away from her moorings the envelope had to be carefully deflated. While this operation was being carried out in the storm, the framework of the car sustained some damage. She was therefore packed up and sent to Bitterfeld to be repaired.

Two "Zodiacs" for Russia.

ACCOMPANIED by a staff of mechanics, &c., Count de la Vaulx is making a visit to Russia in connection with the two dirigibles which have been ordered from the Zodiac firm by the Russian Government. The two airships, which are of 2,200 cubic metres capacity each, will be stationed at the fortress of Brest-Litovsk.

BRITISH NOTES OF THE WEEK.

Flying at Bristol.

STARTING on Friday afternoon of last week a fine series of flights were carried out at Bristol by the machines built by the British and Colonial Aeroplane Co. On Friday evening, although a heavy rain was falling, Mr. Macdonald brought out one of the machines from the shed which has been erected on the Sea-walls Plateau at Durdham Downs and made three short flights in a straight line, the last one accompanied by a passenger. Mr. Jullerot then took charge of the machine and flew round the ground for a few minutes, after which the machine, having proved itself satisfactory, was returned to its shed for the night. Operations were commenced early on Saturday morning, when Mr. Jullerot set the ball rolling by taking Mr. Stanley White for a ten minute trip. The wind then freshened considerably, and it was decided to postpone further attempts until the afternoon. During the morning a large crowd of people wended their way out to the grounds to see the flying, and those who remained were not disappointed. At 3 o'clock Tetard took his seat on the machine, and as soon as the police had cleared a course for him started off. He steered for the sea walls and then took a wide sweep round the grounds in the direction of the reservoir. He afterwards started on another wide circle, after which he came to earth quite successfully. During the latter part of this flight it was evident that the wind was very trying, and he found it difficult to pass over the Avon Gorge. After this flight the weather conditions became worse, and it was eventually decided to abandon any further attempts for the day. Monday was a blank day on account of the wind; several distinguished visitors, however, inspected the machines in their sheds, including Mr. Birrell, the Secretary for Ireland. It had been hoped, too, that Mr. Haldane would have been able to see the machine flying, but he was detained by his other engagements.

The Havilland Aeroplane.

SOME very successful flights of long duration have, we learn, been made by Mr. G. de Havilland down at Newbury, and the

engine with its new nickel steel connecting-rods is apparently running with perfect consistency and regularity. On one occasion a continuous run of 40 mins. was made, and weather permitting Mr. de Havilland hopes to qualify for the Royal Aero Club certificate during next week. Considering the restricted nature of the trial ground, his progress has been remarkably good, rabbit warrens and railway lines not being by any means conducive to facilitate the acquirement of the art by any novice.

Mr. Cody has a Mishap.

DURING a trial flight on Saturday afternoon on his aeroplane over Laffan's Plain Mr. S. F. Cody, when making a sharp turn, failed to notice a telegraph wire. This caught one of the planes and turned the machine broadside to the direction in which it had been travelling, its speed having been about 65 m.p.h. Though a perfectly level keel was maintained, the chassis was somewhat damaged in the sudden landing. After two hours' work in replacing three or four broken parts, however, Mr. Cody succeeded in flying back to his shed, a distance of a mile and a quarter, although he could only use one elevator.

The Rolls Memorial.

HAVING come to the conclusion that it would be inadvisable to erect memorial plaques in the new Club House in Pall Mall, the Executive Committee of the Royal Automobile Club have decided to put up a Roll of Honour Tablet instead and to hand over to the Royal Aero Club all subscriptions received by the R.A.C. for the Rolls Memorial Fund, to assist in the establishment of the Rolls Memorial Aeronautical Library.

Exeter and the "Daily Mail" Prize.

THE question of Exeter being one of the stopping-places in the great flight round Great Britain next year in connection with the *Daily Mail* £10,000 prize came before the City Council last week. One of the Aldermen thought there was no reason why the Council should take any part in forwarding the matter, and said it was a matter for personal attention and private arrangement. Several of