

Mdlle. Herveu has Hard Luck.

COMPETING at Pau on the 2nd inst. for the Touche à Tout Prize, Mdlle. Jane Herveu was unlucky enough to have to stop after having covered 55 kiloms. out of the 60 kiloms. required by the regulations. She will, however, make another attempt shortly to win the prize.

Doings at Pau.

On the 3rd inst. M. Blériot left the aerodrome on a Blériot monoplane at 4 p.m. and landed at Bagnères de Bigorre. During the flight he was followed by Leblanc in a motor car, who eventually changed places with M. Blériot and flew back to Pau on the monoplane, arriving there just before dark. Captain Bellenger never having seen Lourdes, decided to go there on his aeroplane. He left the aerodrome at 4.40 p.m. and arrived back an hour later, after having passed over the town. Taddeoli on a Morane machine was flying for an hour and reached a height of 1,000 metres. On the 4th inst. Leblanc was trying the four-seated Blériot with four passengers on board, and Lemartin took the same machine for a short trip over the country. Several of the pupils made short cross-country flights, and Kuhling was up for an hour. Tabuteau also made a flight of an hour on the Morane monoplane.

Vidart Flies to Laon and Back.

HAVING accepted an invitation from the Municipality of Laon to visit that town, Vidart, on the 5th inst., mounted his Deperdussin monoplane and although the weather was misty and anything but favourable he set off and landed at Laon after a flight of 40 mins. He started back on his return journey at half-past four and reached his headquarters at Betheny half an hour later.

Molon and Havre.

On his cross Channel type Blériot, fitted with an Anzani 5-cyl. motor, Molon was flying at Havre on February 5th for 1 hr. 10 mins., in which time he covered 95 kiloms., and passed over Goderville, Fecamp, Etretat and Havre, his altitude mostly being in the neighbourhood of 500 metres.

Flying at Issy on Sunday.

FOLLOWING on a petition made by several of the aviators making their headquarters at Issy, permission has now been accorded for flights to be continued on Sunday until mid-day instead of having to cease at 8 o'clock as previously, and the necessary police will also be on duty to keep order. This concession has been much appreciated by the flyers and it should lead to a good deal more flying being seen at Issy.

A Flying Fortnight at Nice.

At a meeting called by the Mayor of Nice on the 3rd inst., it was decided to proceed with the organisation of a fortnight's flying meeting, to be held at the Brague Aerodrome close to Antibes some time during either March or April. This meeting will be organised jointly by the Town Councils of Nice, Cannes, Mentone, Antibes and Monaco.

Prizes Offered by City of Paris.

At the meeting of the Committee of the Aero Club of France on the 3rd inst., Comte De la Vaulx reported that the City of Paris would, for the current year, offer a prize of 50,000 francs for an aeroplane competition and 2,000 francs for spherical balloons.

The Hanriot Family Flying.

On Saturday last at Betheny Marcel Hanriot took up a photographer on his machine, who secured pictures of Rheims and Witry. Afterwards his father was flying and took as passengers his two little daughters Germaine and Lili; and subsequently Madame Hanriot went for a trip of 25 kiloms. with Luois Lenfant, the chief instructor at the Hanriot School.

Ae.C.F. Weather Forecasts.

WITH the object of aiding the flyers at Issy the Aero Club of France has made arrangements to have posted each day just by the gate by which their members enter to the Issy Parade Ground, a forecast of the weather, together with the indications of the wind obtained from the Eiffel Tower. A duplicate of this notice will also be posted at the Clubhouse in Paris.

Cross-country Flight in Switzerland.

On the 3rd inst. Failloubaz made a good cross-country trip on his new two-seated machine. Leaving Avenches at 1.45 p.m. he landed at Cher, close by Yverdon, a quarter of an hour later, having covered about 25 kiloms. in that time. In this trip he was accompanied by his friend Lecoulter.

The Sloan Aeroplane at Brussels.

THE aeroplane known as the bi-curve Sloan was tested at Brussels on the 29th ult. before some military officers appointed by the Minister of War. Several short flights were made over the Etterbeek flying ground with Weiss in the pilot's seat. They were witnessed by the aviator Petrowski, who was so impressed with them that he decided to try the machine himself, making a very satisfactory flight.

Berlin to Have an International Show.

ARRANGEMENTS are now being made for an International Show of Aeroplanes and Airships, to be held in Berlin next December immediately after the motor car show. It is anticipated that the German manufacturers will take full advantage of this opportunity and that there will be a large number of aeroplanes on view as well as some airships, together with an extensive array of fittings and appliances used in connection therewith.

Flying at Cologne.

ENCOURAGED by his recent success, Ossendorf, a young pilot connected with the aeroplane factory, recently started at Cologne, and made a fine cross country trip on the 1st inst. Accompanied by his mechanic he rose gracefully from the ground, and after circling around once or twice flew out over the Rhine, and following the course of the river, passed over Mulheim and Fuebblingen. He then returned to the aerodrome, landing with a gliding flight after being in the air for 24 mins.

Fatal Accident to German Military Aviator.

ONE of the most daring of the German military aviators, in the person of Lieut. Stein, lost his life on the Doberitz Aviation Ground on the 6th inst. He had been flying on a Farman machine and glided down at a steep angle from a height of 300 ft. to within 50 ft. of the ground. He then apparently turned his machine too sharply, which caused him to fall from the machine, his spine being fractured in the fall and causing instant death. Lieut. Stein was noted for his daring glides, which often provoked his comrades to suggest that they were too dangerous and would lead to his death.

Flying Meeting at Rome.

It is proposed to hold a small flying meeting at Rome during the closing days of the present month. The prizes will amount to about £1,200, and it is announced that among those who have promised to take part are Martinet, Weiss and Fischer. The flying will take place on the Capamele Racecourse, and it is proposed to include on the programme a race from the aerodrome round the dome of St. Peter's and back.

Flying in Siam.

SIAM has had its first flying meeting, which opened at Bangkok on the last day of January. The King of Siam, who had offered one of the prizes, was present, and one of his brothers was the first passenger to be taken up.

U.S. Army and Aeroplanes.

It seems probable that the trouble in Mexico will lead to aeroplanes being used in actual warfare for the first time, as Mr. Robert Collier, on behalf of the United States Aeronautical Reserve, has placed a Wright biplane at the disposal of General Hayt, and this offer has been accepted by the War Office. The aeroplane will be used on the Mexican border to enable the United States Army to keep an eye on the movements of the Mexican Army, and to see that the insurgents do not violate the neutrality of United States territory. Should the services of the aeroplane prove useful there is no doubt it will materially affect the views of the Government on this question.

Aeroplanes for Reconnoitring.

SOME interesting experiments were carried out the other day at San Antonio, Texas, by Messrs. Barrier and Simon, working in conjunction with a detachment of United States troops. It was proved to be possible to locate small bodies of troops at a height of 3,000 ft., and also that it was necessary to have two men on an aeroplane to make accurate calculations and throw bombs effectively. The experiments also showed that an elevation of field guns of more than five degrees was necessary to combat an airship effectively.