



M. Moreau's monoplane, on which the stability tests took place last week.

#### The Bonnet "Stability" Prize Won by Moreau.

ALTHOUGH the winning of the Bonnet prize by M. Moreau, on the 24th ult., at Melun, may be taken as a good example of compliance with the rules governing the contests for such prizes, it is hardly correct to describe the performance as a demonstration of the complete automatic stability of the machine. The conditions called for a flight of 20 kiloms. in a wind blowing 15 m.p.h. without the pilot touching the control lever with his hands. Nothing was stipulated with regard to the use of the rudder and apparently during the above performance the pilot kept his feet very busy on the rudder bar, judging from a signed report furnished by M. Charles Lafon, the official observer. He says:—"Le pilote vola vingt-cinq minutes les bras croisés. Ah! certes, le problème de la stabilisation automatique n'est pas résolu, car Moreau travailla dur avec ses pieds, non seulement pour faire les virages, mais aussi pour corriger."

It would appear to be highly desirable that when the Ligue Nationale Aérienne are again drawing up rules for such prizes as this they should seek a little expert advice. At the same time, we must congratulate M. Moreau on securing the prize although in doing so he appears to have given the observer who had to accompany him a pretty busy time.

#### Two Attempts for Michelin Cup.

STARTING from Gidy and flying to Lhumery and back, Duval on his Deperdussin on the 23rd ult. commenced an attack on Fourny's record for the International Michelin Cup. He made 6 rounds of this course each day for 3 days, but on the conclusion of the last day's flying he made a bad landing and smashed the chassis of his machine so that he had to give up when his record stood at 1,922.8 kiloms. Fischer with his H. Farman machine made another start on the 24th ult., but at the end of two days he had to give up again after completing 1,113.2 kiloms.

#### Chevillard in Sweden.

CONTINUING his tour of Sweden, Chevillard on his 80 h.p.

H. Farman, with Capt. Sunstedt as passenger, on the 24th ult. flew the 180 kiloms. from Stockholm to Gefle in 1 hr. 35 mins. The following day he went on to Falon and traversed the 95 kiloms. between the two towns in 50 mins. On the 26th ult. another 149 kiloms. were completed, the stage which occupied an hour and a quarter, taking Chevillard and his passenger to Vasteras. On Monday he went to Upsala, a trip of 80 kiloms. In each place Chevillard made exhibition flights in his characteristic style.

#### Sweden to Germany by Aeroplane.

THE Swedish pilot Thuelin, on the 24th ult. succeeded in flying across the Baltic, from Landskrona in Sweden to Stralsmund in Germany, the voyage of 180 kiloms. occupying a couple of hours.

#### A German Fatality.

WHILE flying at Johannisthal, on the 26th ult., the machine of Lieut. Schulz fell a distance of about fifty metres, and the pilot was instantly killed.

#### Flying Along the Rhine.

STARTING from Lake Constant on a hydro-aeroplane on Saturday week, Dahm eventually arrived at Hamburg on the following Tuesday. During the first part of the trip, Dahm followed the winding course of the Rhine, and stopped at Cologne on Sunday and Emden on Monday.

#### Warsaw to Berlin Flight.

ON Friday of last week, Victor Stoeffler started from Warsaw, on the Aviatik-Arrow biplane on which a few days previously he had flown from Mulhausen, and made a non-stop flight to Johannisthal near Berlin, his time for the 550 kiloms. being 4 hrs. 2 min.

#### The Morocco Fatalities.

THE name of the French military pilot who was drowned when his machine fell into the Mediterranean off Mogador, on the 24th ult., as recorded in our last issue, was Lieut. Cazes.

## THE RHEIMS MEETING AND GORDON-BENNETT TROPHY.

NOTWITHSTANDING the fact that the Rheims Meeting of this year was shorn of a good deal of interest by reason of the abstention of several of the French firms, some very fine flying was witnessed on the three days, and Prevost twice beat his own speed records, and succeeded in averaging a speed of 200 k.p.h. for the full distance of 200 kiloms. in the Gordon-Bennett race. The meeting opened on Saturday last with the French Gordon-Bennett eliminating trials. There were originally eight entries, but the withdrawal of the Borels of Chemet and Daucourt, the Breguet of Bregi, and the Nieuport of Espanet left only four, viz., three Deperdussins piloted by Prevost, Gilbert and Rost, and a Ponnier with E. Vedrines as the pilot. They were set to cover 10 laps of the 10 kilom. course, or, in other words, half the distance of the Cup race itself. Prevost easily secured the premier honours in 31 mins. 22½ secs., equal to a speed of 191 k.p.h., with E. Vedrines second in 32 mins. 28 sec (184.8 k.p.h.), while Gilbert was third in 33 mins. 45½ secs. (178 k.p.h.); Rost, who took 37 mins. 4 secs., was nominated as the reserve. In the afternoon there were two competitions—one for height, and the other a slow speed event. In the former Parmelin on a Deperdussin, in the class for pilot alone, at 3,441 metres beat Legagneux on a Morane

by 32 metres. In the pilot and one passenger section three Moranes were placed, Gilbert being first with 4,348 metres, Brindejonec second with 3,108 metres, and Garros third with 2,819 metres. Moineau with his Breguet won the pilot and two passengers class, going up to 1,562 metres, while Espanet on a Nieuport was second with 1,360 metres. In the slow speed contest the competitors first had to show that they were capable of a speed of 90 k.p.h., and then they had to cover a course 2 kiloms., and after a stop of 2 mins. fly back to the starting point, the slowest to be the winner. This proved to be Derome on a Breguet, whose slow speed worked out to 51.479 k.p.h., while G. Caudron was second with 57.358 k.p.h., and Legagneux (Morane) third with 58.042 k.p.h. with R. Caudron fourth and Gilbert fifth.

The programme for Sunday included three events: a speed test over a course of 30 kiloms., an altitude competition and a cross-country race. The day commenced with the qualifying tests for the speed contest, the competitors being required to fly out and home over a straight course at a speed not exceeding 68 kiloms. an hour. Half a dozen pilots qualified, including Cailleaux (Goupy), Moineau (Breguet), Caudron (Caudron), Brindejonec (Morane),