

FOREIGN AVIATION NEWS.

Guillaux to Loop the Loop.

GUILLAUX is now at St. Cyr busily practising with a Blériot-Gnome with a view to imitating Pegoud, &c., in looping the loop, upside down flying, &c.

The New Pommery Cup Conditions.

THE Committee of the Ligue Nationale Aérienne is now busily engaged in drawing up the rules for the new Pommery Cup offered by the Marquis de Polignac. Reverting to the original idea, the Committee has decided that the winner shall be the pilot who makes the longest flight in a straight line in 48 hours, the question of flying during the night being left entirely to the discretion of the competitor.

Mme. de Laroche's Success.

IN her fine flight on the 25th ult. at Mourmelon, which, as mentioned in FLIGHT last week, gave her the leading position in the Femina Cup competition, Mme. de Laroche covered 323.5 kiloms. in four hours. She then had to give up owing to trouble with the petrol pipe. She was using a Henry Farman biplane, with Gnome engine and Integral propeller. The competition remains open until the end of the year.

New Farman Superior Pilots.

AT Buc, on the 25th ult., Lieut. Provillard made a triangular cross-country flight on a Farman biplane to qualify for a superior *brevet*, and two days later Gressard flew from Buc to Mailly Camp, also on a Farman, with the same object.

A Morane Superior Pilot.

ON Saturday, Lieut. Mosnier, of the Morane-Saulnier school at Villacoublay, made a cross-country flight for his superior *brevet* over the Paris-Tours course.

Swiss Officers at Etampes.

LAST Saturday the Swiss Lieuts. Lugin and Germain, practising at the Farman school at Etampes, made a long reconnoitring flight in company, while a few days previously Lieut. Lugin made a long flight at a good height along the valleys of Chalo St. Mars and Saclas.

Maurice Farman on his New Machine.

ON one of his latest type biplanes, Maurice Farman on Monday flew with Madame Raillon from Buc to Chambord. After lunch they returned along the Loire valley to Etampes, from whence, after inspecting the Farman school, they flew back to Buc.

Vedrine's Thrilling Experience.

LEAVING Vienna at 9 a.m. on Monday morning with the intention of going to Budapest, Jules Vedrine eventually landed at Belgrade. He found it difficult to keep on his course owing to the clouds, but eventually he reached the river Drava and followed it to the Fortress of Varadine on the Danube. There his machine was fired at, but rising quickly to a height of about 3,000 metres, he continued in a southerly direction, and following the river Sava, arrived at Belgrade where he was given an enthusiastic reception.

He now proposes to fly to Constantinople, Jerusalem, Cairo, Bagdad, Bombay and Calcutta, and there take ship to America.

The Catastrophe near Esternay.

MOST mysterious and gruesome was the fate of Lieut. Briault and his mechanic, Sapper Rouillard, who were the two men killed in the ill-fated biplane which was burnt between Bethon and Chantemerle in the Champagne district, on the 26th ult. They had started from St. Cyr for a flight to Mailly camp, and it is assumed that the machine capsized through touching the tops of some trees when making a descent. The accident, however, was not witnessed by anyone, and it occurred at a spot four kiloms. from any habitation, but the sound of the fall and the explosion were heard by a man shooting in the Traconnes wood, and he gave the alarm. It was noticed when the machine passed over Bethon that the pilot appeared to be searching for landing ground. The bodies of both pilot and passenger were considerably burned.

Three Deaths in Russia.

IN three days last week three Russian aviators met their death, although only one was killed while flying. Kostine, who it will be remembered was engaged by the Bulgarian army and was captured by the Turks near Adrianople through having to make an enforced landing near their camp, died in a hospital at St. Petersburg from quinsy. At Suwalki, about three kiloms. from Augustowo, a machine, piloted by Serbinov, fell from a height of 400 metres, apparently through the motor failing, and the pilot was killed. The third death was that of Lieut. Ganchine, who shot himself at a restaurant in St. Petersburg.

St. Petersburg to Moscow and Back.

FROM St. Petersburg it is announced that Vasselief has succeeded in flying from St. Petersburg to Moscow and back, a distance of 1,800 kiloms. in 10 hrs. 52 mins.

Spanish Prince-Pilot Under Fire.

DURING a fine flight from Tetouan to Arzila, in Spanish Morocco, on a Lohner biplane on Monday, the Infanta Alphonse of Orleans, who was accompanied by Col. Vives as observer, was shot at by the Moors. The aviators increased their altitude until they were well out of range, and some bombs which they dropped discouraged the enemy from attempting to pursue them.

Daucourt's Trip to Egypt.

FROM Constantinople, Daucourt has telegraphed that in the fall on the Taurus mountains, his Borel machine was only slightly damaged. During the following night, however, while the machine was being watched by guards, it was set alight in some way. There was an explosion, and the machine was completely destroyed.

Bonnier May Go to Cairo.

ON the 29th ult., Bonnier, with his mechanic, arrived on their Nieuport monoplane, from Craiova, where they had been held up by the fog. Bonnier now says he will go on to Constantinople, and may continue into South Russia, or go to Cairo instead of to Bagdad, as he had intended.



THE BLÉRIOT BIPLANE.—Amongst the Blériot machines which will be exhibited at the coming Paris Salon, is a biplane of the type shown in the accompanying photograph. This machine is constructed of steel throughout and has, it will be noticed, a new type of landing chassis which is said to be very effective even on the roughest ground.