

FOREIGN AIRCRAFT NEWS.

Garaix Secures Another Record.

AT Chartres on the 2nd inst. Garaix on the Schmitt biplane, fitted with 160 h.p. Rhone motor and Integral propellers, succeeded in regaining for France the duration record for pilot and three passengers which had been held by Gsell with 3 h. 11 m. 30 s. The new record made by Garaix is 4 h. 3 m. 29 s.

Records Made at Vienna Meeting.

THE Austrian Aero Club has decided to apply to the F.A.I. for recognition of three new world's height records made during the Vienna Meeting, which is described on the next page. The new records claimed are:—

- Pilot and one passenger, 6,170 metres, by Lieut. Bier.
- Pilot and two passengers, 5,440 metres, by Lieut. Bier.
- Pilot and three passengers, 4,470 metres, by Von Loeszl.

The Security Competition.

ON the 1st inst. the "Concours de la Sécurité en Aeroplane" came to an end, and the committee then met to consider the merits of the devices which had been submitted to it. Altogether the committee since the opening of the competition on January 1st, witnessed trials by 21 competitors out of the 56 who had entered. After a very long sitting it was decided, as was anticipated, not to award the Grand Prix of £16,000. Two prizes were awarded, one of £2,000 to the Sperry Gyroscopic Co. and the other of £1,200 to the Paul Schmitt biplane with variable angle of incidence. It was also decided to award seven consolation prizes as follows: £600 to Caudron Brothers for their two-seater biplane, £400 to the Doutre stabiliser, £400 to the Société Avi-Auto for the Lelarge carburettor, £320 for the Eteve stabiliser, £200 to the Moreau monoplane, £80 to the Robert parachute, and £40 to MM. Philippe and Perron for their "démarréur."

Flying from Buc to Malmoe.

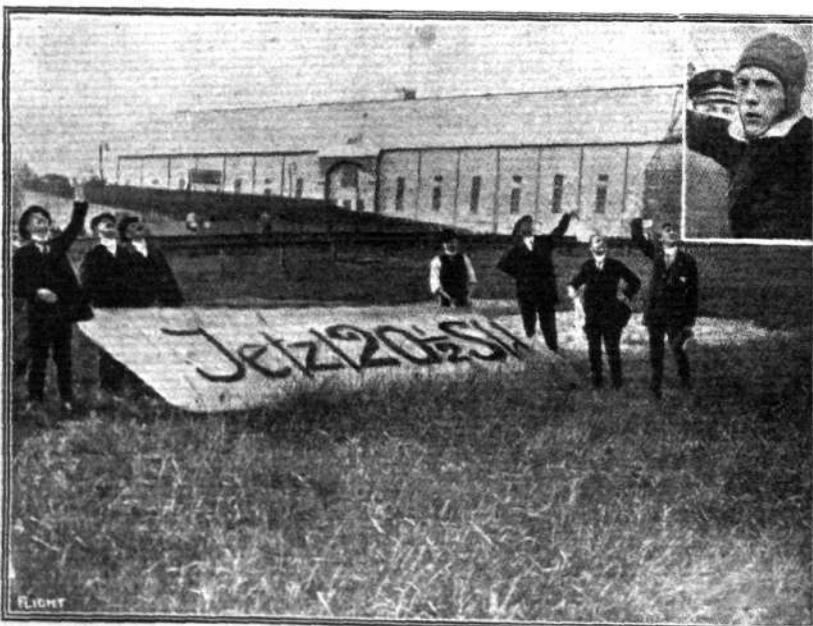
STARTING from Buc very early on June 29th, Capt. Sunstedt, on a Henry Farman biplane, accompanied by a passenger, flew to Revener in Holland, and then on to Bremen in Germany. The next morning he was away from Bremen at 6.30 and reached Malmoe in Sweden at 10.45. In a straight line the distance from Buc to Malmoe is about 720 miles.

Rheims to Issy on a Dep.

ON the 3rd inst. Parmelin, on his Gnome-Deperdussin, with his brother as passenger, flew from Rheims to Issy in ten minutes over the hour.

Fine Flying on a Voisin.

SOME fine flying was carried out by Lieut. Levassor, on a Voisin fitted with a 130 h.p. Salmson engine, during last month. Flights were made from Mourmelon to Dunkerque, Lille, Verdun, Nancy, while a non-stop trip from Mourmelon to Poitiers took 4 hrs. 10 mins.



When Werner Landmann, the German pilot, beat the world's duration record on June 29th last by a flight of 21 hrs. 49 mins. duration on his Albatros biplane, he was kept informed of his progress by figures painted in black on an aeroplane wing, as shown in the photograph.

More Purchases by Turkey.

IT is stated in Paris that orders have recently been placed by the Turkish Government for a large number of machines, including a dozen Morane-Saulnier monoplanes and thirty Nieuports.

Nancy to Buc and Back.

THREE biplanes from the military centre at Nancy, piloted by Surgeon Perrin, Sergt. Homerain and Sergt. Poinard, on Saturday week went to Buc, and returned *via* Maily, the round trip of 450 miles being made in 11 hrs. flying time.

Night Flying at Chalons.

SEVERAL trips after dark were made at Chalons Camp on the 1st inst. by Capt. Mauger-Devarenne on his M. Farman biplane. After a solo flight of 20 mins. duration at a height of 700 metres, he made a similar flight with Lieut. Varcin, and then took up Lieut. Personne for half an hour, during which an altitude of 1,100 metres was reached.

Paris to the Sea and Back.

BY way of completing the qualifying tests for his military *brevet*, M. Auge, on the 2nd inst., on his Maurice Farman, went from Buc to Deauville and back, while a similar flight was made by Capt. Challes on a Henry Farman machine.

A Joy Ride for M. Farman.

ON Sunday last on one of the latest M. Farman biplanes, Dick Farman took his brother Maurice from Buc for an excursion to Juvisy, then going on to Ville-Sauvage, Dourdan, and back to Buc.

Two French Military Pilots Killed.

AFTER a flight of about four hours over the neighbourhood of Rheims, on the 3rd inst., a military monoplane piloted by Corporal Mirat fell near Betheny. The steering gear appeared to fail when the machine was flying at a height of 250 metres during a heavy shower of rain. The passenger, Corporal Godefroy, was killed in the smash, whilst the pilot only survived his injuries a few hours.

A Fatality in Russia.

WHILE Capt. Bojaroglo was flying in the district of Pskof, on the 1st inst., his machine fell. The pilot was killed on the spot, while the passenger was seriously injured.

Fatal Accidents in Holland and Belgium.

THE Belgian pilot, Liedel, who, as recorded in last week's FLIGHT, was seriously injured in a smash at the Martelange on the 27th ult., succumbed to his injuries later in the week. The first fatal accident in the Dutch Flying Corps occurred on the 2nd inst., at Soesterberg, the day following the celebration of the first anniversary of the establishment of the aerodrome. The machine had only reached a height of 50 metres when apparently something went wrong with the engine and the machine fell. The pilot was so seriously injured that he died in hospital the next morning.

From Berlin to Servia.

IN an attempt to fly from Berlin to Constantinople, Schuler, accompanied by a passenger, on the 1st inst., on a Lloyd biplane, got as far as Palanka, on the Servian-Bulgarian frontier, and then had to come down owing to failure of his petrol supply. The distance covered in a straight line was about 750 miles.

Long Flight in Russia.

— LIEUT. RASSI PEREDOF, with his mechanic, on the 3rd inst., flew the 375 miles from Kieff to Odessa in four hours.

Long Flight in Argentina.

— DETAILS are just to hand of a fine flight made in Argentina in the early part of June by Lieut. Goubat on a Rumpler monoplane. Starting from the Palomar military ground near Buenos-Aires, he flew the 320 kiloms. to Canada de Giniez in 3 hrs. and then after replenishing went on to Cordoba, making a total distance of 700 kiloms. He returned on the following day to Canada de Giniez, and, owing to the wind and rain, could not progress any further until the next morning, when he returned to Buenos-Aires in fast time.

"Z 6" Replaces "Z 1" at Cologne.

To take the place of the "Z 1," which owing to its accident a fortnight ago had to be dismantled, the "Z 6" on the 1st inst. left Leipzig at 10.30 p.m., and eight hours later arrived safely at Cologne, where she will be stationed until a new Zeppelin is ready.