

Brooklands Cross-Country Handicap.

THE following are the entries for the cross-country handicap arranged to take place at Brooklands this afternoon in connection with the car race meeting:—

Name.	Machine.	Engine. h.p.	Pilot.
M. Spencer ...	Spencer ...	50 Gnome	Entrant
T. O. M. Sopwith	Farman B.	50 Gnome	—
T. O. M. Sopwith	Burgess-Wright B.	40 A.B.C.	G. Bell
N. S. Percival ...	Caudron B.	35 Anzani	Entrant
C. H. Gresswell	Farman B.	70 Renault	Pierre Verrier
E. Hotchkiss ...	Bristol B.	50 Gnome	Entrant
C. Gordon Bell	MartinHandasydeM.	75 Chenu	Entrant
E. C. Pashley ...	Sommer B.	50 Gnome	Entrant
Capt. H. Wood	Vickers M.	60 R.E.P.	Entrant
Capt. H. Wood	Vickers M.	70 Viale ...	L. MacDonald

B. = Biplane. M. = Monoplane.

Mr. Cody Meets with more Misfortune.

FOLLOWING on the smash which put the Cody biplane out of commission when being piloted by Lieut. Kelly on the 3rd inst., Mr. Cody's new monoplane, described recently in FLIGHT, which has aroused a good deal of interest on account of its original features, was wrecked through a collision with a cow on Laffan's Plain. The monoplane was descending from a flight when the animal ran under it with fatal results to itself and considerable damage to the machine. Mr. Cody was fortunately thrown clear and escaped serious injury.

Hendon to Shoreham on M. Farman Biplane.

FLYING against a 25 m.p.h. wind, Verrier on the Maurice Farman biplane went from Hendon to Shoreham on Sunday afternoon the trip of about 55 miles taking 1h. 18m. On Tuesday the machine took a *Daily Mirror* photographer to Spithead, and after obtaining views of the fleet brought him back to London.

London to Paris and Back.

ON the afternoon of the 4th inst., Mr. Valentine on his Deperdussin monoplane flew across from Dover to Wissant in 35 minutes and later flew back to London. The next day he flew from London to Abbeville and continued his journey the following morning to Issy.

Hydro-Aeroplanes at the Naval Review.

AFTER the splendid series of demonstrations given by Com. Samson and the naval aviators at the manoeuvres a few weeks back, the presence of the hydro-aeroplanes at the Review at the beginning of this week was no novelty. Nevertheless, they did emphasise the fact that this machine is likely to prove a very valuable adjunct to naval work. On the 4th inst., Com. Samson on the Short tractor machine, S 41, started from Eastchurch, followed shortly after by Lieut. Spencer Grey, on S 43. They flew round the coast to Portsmouth, and Com. Samson completed the 194 miles in three hours and a quarter non-stop. Lieut. Grey was, however, brought down at Newhaven, but after attending to the engine started off again for Portsmouth. On this occasion the battleship, "London," of the fourth class, was fitted up as the mother ship, and from her deck, when steaming at 15 knots, Lieut. L'Estrange



FOREIGN AVIATION NEWS.

A Russian Mission at Buc.

HEADED by General Gilinski and his staff a large party of Russian officers visited St. Cyr and Buc on Saturday last. Lieut. de Marzac carried the General on his Maurice Farman biplane from St. Cyr to Buc, while Lieut. Manger-Devarenne took another officer over. Quite a long time was spent by the mission at Buc, both the Maurice Farman and the R.E.P. works being inspected and also the various types of machines. The large number of officers training at Buc were kept very busy giving flights to the Russian officers. They were also at Buc two days previously, after a visit to Villacoublay, where they were officially received by General Manoury, Col. Hirschauer, &c., and saw flights on Astra, Nieuport, Sommer, Morane, Deperdussin, Farman and Breguet machines.

Etampes to Verdun in Company.

ON the 2nd inst., Lieuts. Bellemois, Sylvestre and De la Morlaye, on their Blériot monoplanes, left Etampes and flew in company to Chalons, and after a rest they went on in the afternoon to Verdun.

From Bar-le-Duc to Maitly Camp.

RETURNING from the inauguration of the military aerodrome at Bar-le-Duc, Lieuts. Varein, Baitini, Bordage (with one passenger) and Lucca (with two passengers), on their Maurice Farman biplanes, passed over Verdun, St. Mihiel, Toul and arrived at Maitly Camp on the 3rd inst. They made an overnight stop at Chalons Camp.

Malone flew on S 38 to the shore, a trip of 19 miles. Two flights over the battleships were made by Com. Samson on the 5th inst. On Tuesday afternoon, during the visit of the Members of Parliament, Com. Samson and Lieut. Grey were out on their machines scouting for submarines, and carrying out other instructive manoeuvres.

Mr. Wilson has a Mishap.

IRELAND is none too well supplied with aviators and it is therefore doubly unfortunate that Mr. Corbett Wilson should have met with misfortune when demonstrating his machine at Clonmel. On the 4th inst., he flew the 30 miles from Kilkenny to Clonmel in 20 minutes and after circling round the town attempted to land on the Powerscourt racecourse. It would seem that the pilot miscalculated the distance, as the machine landed very heavily throwing Mr. Wilson on to the framework in front. The chassis was smashed and Mr. Wilson was cut about the face. He was, however, able to proceed home after being attended to at the hospital.

The Daily Mail Tours.

THE work of the *Daily Mail* in educating public opinion in the importance of flying has been considerably extended by the appointment of Lieut. Parke, Mr. B. C. Hucks and Mr. Hamel to give demonstration flights in various parts of the country, in addition to M. Salmet, Mr. Ewen and S. Nardini. It is a little curious that although the Avro machines have for some time been built at Manchester, that city has seen very little flying. On Saturday, however, Lieut. Parke, R.N., made three splendid flights at Old Trafford on an Avro biplane and was also out again on Monday night, when in one trip of a quarter of an hour's duration he was up to a height of 3,000 ft.

On Saturday Mr. B. C. Hucks made a fine flight on his two-seater Blériot from Hendon to Birmingham, covering a distance of about 110 miles in an hour and a-half. He landed at Tiseley just outside Birmingham, and then later went on to the Tally Ho ground. Another demonstration flight was given in the evening when Signor Nardini was also up on the Deperdussin. On Monday Mr. Hucks, after making an exhibition at Birmingham, started off for Wolverhampton, but had to come down at Sedgley Beacon, a short distance from Dudley, owing to valve troubles.

Mr. Ewen, having had his machine repaired, also made a fresh start on Monday, going from Peterborough to Lincoln. He got away very late, and the light was so bad that he had to come down at Scopwith, 9 miles from Lincoln, to inquire his way. He subsequently went on, but, being deceived by the light, landed in a cornfield instead of the athletic ground, and damaged his machine.

The Daily Mail Hydro-Aeroplane Tour.

THE Farman hydro-aeroplane ordered by the Frank Hucks Waterplane Co. successfully carried out its tests at the hands of Fischer on Wednesday of last week. It was afterwards handed over to its owners. It made an hour's flight with a passenger, and afterwards several other shorter tests were made with passengers. No flying was possible on the two following days, but on Sunday M. Fischer flew the machine to Southsea, made a dozen flights with passengers from the beach, and in the evening returned to the Hamble river. The fortunate passengers who took trips had a splendid view of the fleet at anchor.

Cutting it Too Fine.

THE accident to Lieut. de Briey at Villacoublay is another instance of the danger of aeroplanes passing too close. The officer was starting on a cross-country flight, and was at a height of 150 metres when another machine passed under him. The backwash affected Lieut. de Briey's monoplane to such an extent that it dropped to the ground and was wrecked, the officer sustaining serious injuries.

Colours for French Army Aviators.

THE Stella, the French ladies' aero club, on the 6th inst., presented to Col. Hirschauer, permanent inspector of military aeronautics, colours intended for the First Regiment of Aéroliers. The tricolour has in the centre a laurel wreath and an anchor, with a pair of wings across, a medallion in the centre bearing the national monogram, R.F. Above is the legend "Aéronautique Militaire," while below is inscribed Fleurus, Extrême-Orient and Maroc, three military operations in which aviation has borne a part. The colours will be officially presented to the aviation corps at the review tomorrow, Sunday. They were handed over to Col. Hirschauer by Mme. Surcouf, president of the Stella club.

French Military Certificates.

SINCE June 25th the new regulations regarding the French military certificates have been in force. Candidates are now required to make a triangular flight of 200 kiloms. on two consecutive