A Promising Young Pilot.

ALTHOUGH he is only 21 years of age, Corpl. Paumier, who is stationed at Mourmelon, has already designed and built three biplanes, and on the latest one at the beginning of this week he completed the necessary tests to qualify for a special military certificate, flying over the Villacoublay–Mourmelon course. The machine is fitted with a 10-cylinder 100 h.p. Anzani motor.

Fine Cross-Country Work on Blériots.

OF the Blériot escadrille stationed at Belfort, Lieut. Gaubert, on the 11th inst., made a non-stop flight from Belfort to Troyes in 2 hrs. 58 mins., and later in the day he went on to Rheims, landing *en route* at Chépy, near Chalons-sur-Marne, which stands 1,800 metres high. On the following day Capt. Jacquet and Lieut. Sylvestre, also on Blériots, went from Belfort to Nancy and then on to Verdun and Chalons Camp.

A First Try for the A.C.F. Criterium.

IT will be remembered that this year the rules for the A.C.F. Criterium have been so altered that, instead of it being awarded for an aerodrome flight, it will be given for the best out-and-home flight across country, to a point at least 500 kiloms. from the starting place. The first attempt was made on Monday, when Gilbert on his Rhone-engined Morane started from Villacoublay with the intention of going to the Croix d'Hins aerodrome near Bordeaux and back. The outward journey was made in faultless style, and after two rounds of the Croix d'Hins aerodrome, without alighting, the return trip was entered upon. Gilbert was, however, doomed to failure on account of the violent wind which sprang up quickly, forcing him to land near Poitiers, after a non-stop flight of over 700 kiloms. Later he restarted, and flew back to Villacoublay, so that he covered 1,014 kiloms. in the day.

Cavelier Tries for the Michelin Cup.

OVER a course of 111 kiloms. from Etampes, Marcel Cavelier on a 50 h.p. Rhone-Deperdussin made an attempt for the International Michelin Cup on Monday. Starting at ten minutes to six he found the mists very thick, but he pluckily stuck to his task. As the day wore on the intense heat set up very dangerous remous, which did not add to the comfort of the pilot, yet in spite of these difficulties he made eight circuits of the course, and when he finished at half-past seven he had covered 888 kiloms. Later he made another round, so making his record for the day 999 kiloms. The next morning at 6.15 he restarted and completed eight more circuits, so that his total distance was 1,887 kiloms. His machine was fitted with a Chauviere Integrale propeller.

Aeroplanes for Jockeys.

SHOULD the example of Lieut. von Egan-Kruger be extensively followed, there would seem to be some likelihood of jockeys being overworked. This officer is not only a fine rider, but also a military airman, and after winning the first race at Magdeburg on Sunday, he mounted his biplane and in an hour and a half covered the 80 miles to the Grunewald racecourse, near Berlin. There he rode in another race, and won the Potsdam gold cup.

A Fatality in Austria.

AT the Aspern aerodrome, near Vienna, on the 12th inst., the pilot Seidi, who had flown over from Wiener Neustadt, fell from a height of 50 metres while making a *vol plané*. He was terribly injured, and succumbed in a few minutes.

Cross-country Flying in Italy.

WITH his mechanic Ruggi, De Roye arrived at the Campo Marto, Florence, at 7 a.m., on the 12th inst., having flown from Rome, which he had left at 5 a.m.

Flying Home in Spain.

HAVING completed a course of instruction at the Blériot school at Pau, de Pombo Hibarra decided to return to Madrid *en aeroplane*. On the 13th inst. he started from Santander, accompanied by a passenger, and passing over the Asturias he flew by way of Burgos and Valladolid and over the Sierra de Guadarrama to the Spanish capital.

A Fatal Accident in Portugal.

WHILE making a flight on a monoplane near Lisbon, on the 13th inst., Manio, who it is understood is the same pilot who was disqualified for flying over London some months ago, fell from a height of 200 metres. Apparently the pilot was thrown out of his seat when making a too sudden turn.

The Sikorsky 'Bus in Russia.

ON the 11th inst., Sikorsky, on his giant biplane, which has four motors of 100 h.p. each, accompanied by four mechanics and the pilot Jankowsky, left the St. Petersburg Aerodrome and flew to Gatchina. After making a circuit of about 40 kiloms. in that neighbourhood, he returned to St. Petersburg, and was flying over the city for half an hour, his average speed being 90 k.p.h. During the trip the passengers changed places several times without disturbing the equilibrium of the machine.

A Long Flight in America.

A DAY or two ago, Jannus, on a Benoist flying boat, made a flight of 248 miles in four hours and a quarter flying time, not including two stops, totalling 1 hr. 41 mins., for obtaining petrol. The machine carried a passenger.

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CORRESPONDENCE.

Aeroplane *v.* Dreadnought.

[1764] In reading the excellent article by "Major," R.A., in your number of May 31st, I cannot but agree with his sentiments. I should like, however, to question the truth of his reasoning with regard to the passing of the super-Dreadnought.

He seems to imply that torpedo fire will supersede gun fire, and states that the *effective* range of the former is definitely greater than that of the latter. By "effective" range one must mean a range when a torpedo can be relied on to hit the target aimed at, and do a damage in some proportion to its own cost; but the modern torpedo cannot be expected to hit a ship at extreme range, and is aimed only at a *line* of ships, on an even chance of hitting a ship or an interval between them. A gun, however, *must* get on to the target after two or three ranging shots, and I think will do more damage per minute per initial cost than a torpedo tube.

The idea of the big ship being unable to keep the sea needs investigation. If true, there must be a logical reason: either it will have no object, or it will not be able to carry out its object. As regards the former, its object can ever remain the same, and as regards the latter, aircraft dropping missiles and "hydroplanes" firing torpedoes are to wipe the big ship off the seas.

Now, a ship can as easily be armoured against vertical fire as horizontal, and as the weight-lifting capacity of aircraft is as limited as their accurate "firing" from a high altitude, I do not think the ship has much to fear.

But when hydroplanes are mentioned—and I hope "hydroplanes" and not "hydro-aeroplanes" are meant—the question of the death of the super-Dreadnought is outside the realms of aircraft. No doubt a craft of destroyer type, fitted with underwater planes, might develop any speed up to 4 or 5 times that of a battle cruiser, and would not give gunnery a chance even to "get it eyes in" before firing torpedoes.

If, however, "hydro-aeroplanes" were meant, I think the idea of a fast, light "airboat" being capable of carrying a torpedo or two, of say 21 ins., and being able to keep its stability after dropping them, is not quite in favour.

Portland. "CRUISER SQUADRON."

Aerial Defence.

[1765] The Executive Committee of the National Aerial Defence Association at its meeting on the 4th inst. decided to take immediate steps to convene public meetings throughout Great Britain, under the auspices of the Lord Lieutenants of counties, Lord Mayors and Mayors of the chief cities and towns, with the object of educating the public of the country on the immediate needs of an adequate aerial defence policy. It was decided further that, in consultation with local organisations and with the general support of the Royal Aero Club, flying demonstrations should be organised during the summer months wherever facilities can be made available for the purpose. In the interests of the safety of pilots the Committee also took into consideration the pressing necessity of providing generous support to give effect to the recommendations of the Royal Aero Club Accidents Investigation Committee.

In order to effectively carry out this preliminary programme the Executive Committee urgently require at once a sum of not less than £10,000. An earnest appeal is therefore made to the generosity of the British public on behalf of this great national endeavour to remedy the unsatisfactory position in which this country stands with regard to its aerial defence.

Subscriptions and donations will be gratefully acknowledged by the honorary treasurer, Mr. V. Biscoe Tritton, if addressed to him at the offices of the Association, 11, Victoria Street, S.W., or they may be forwarded to Messrs. Barclay and Co., 54, Lombard Street, E.C., or any other of their branches.

BLYTH; G. W. TRUSCOTT, Trustees.
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National Aerial Defence Association,
11, Victoria Street, June 14th.