

## FOREIGN AVIATION NEWS.

### After the Battle.

THE Quentin Bauchart Prize having been won by Renaux, Maurice Farman and Fourny went over to Etampes on the 5th inst., to take back to Buc the two spare machines which had been kept at Etampes in case of emergency. Each taking a passenger, the two aviators returned home in company, maintaining a distance of about 100 metres between the two machines.

### Point-to-Point on a Biplane.

HAVING taken delivery of one of the little Farman racing machines, the Chevalier de Laminne on the 5th inst., accompanied by his brother, left his chateau at Oudoumont and passing over Verlaine, Amay, Echange, the Hoyoux Valley, Modave Castle and Meuse à Engis, he eventually landed in his own park again.

### Long Trial on a R.E.P.

TESTING one of the new R.E.P. two-seaters, Bobba on the 6th inst., at Buc took up in succession two officers, and mounting to a height of 1,200 metres was flying for over an hour.

### A New Military Deperdussin Pilot.

AT Courcy, near Bethany, on the 6th inst., Delacour, on a Deperdussin monoplane, easily passed the three tests to qualify for his superior military certificate.

### Two Hours in a Military Blériot.

AT the Blériot Military School at Etampes, on the 6th inst., Lieuts. Lantheaume and Silvestre mounted one of the two-seated machines and were flying for a couple of hours on it.

### Touring by Aeroplane.

ON Saturday last, Count J. de Castellane left Buc on one of the Farman biplanes piloted by Mr. Maurice Farman for an aerial tour in the Touraine district and South of Normandy.

### At the Sommer Works.

ON Saturday last, Crombez was flying a Sommer monoplane for over an hour, while Bathiat was testing one of the new military monoplanes.



Sapper Henri Bregi, who has recently flown with a passenger and spares and tools from Cassablanca to Fez on a Breguet machine.

### More Tests with the Voisin Canard.

TAKING his seat in the Voisin Canard fitted with floats, Colliex, on Sunday morning rose from the surface of the river Seine and flew over to Issy, and after a brief stay returned the same way, landing at Billancourt, in front of the Voisin works.

### A Benefit for Frey at Juvisy.

A SPECIAL meeting arranged for the benefit of Frey, who, it will be remembered, had both his legs broken while attempting to fly from Rome to Turin, attracted a large crowd to Juvisy on Saturday last. Unfortunately the weather was not suitable for flying during the early afternoon, but about 4 o'clock Verrept came out on his Morane monoplane, on which he had arrived from Etampes in the morning, and gave an exhibition of high flying. He was followed by Audemars, who gave a most amusing display on the Demoiselle, Pischhoff on his monoplane, Henry on a Henry Farman biplane, Demazel on a Caudron biplane, Divetain and Ladougue on Goupy biplanes. All these made splendid flights, which were greatly appreciated by the spectators.

### The Michelin "Target" Prizes.

ALTHOUGH the full regulations governing the competition for the latest prizes offered by M.M. Michelin et Cie. have not yet been settled, some idea has been given of the lines upon which the sub-committee of the Aero Club of France are working. They have decided to only consider the first year's prize of 50,000 francs, leaving the rules for the second year's competition to be drawn up according to the experience gained in the first competition. It is proposed that the competitors should be required to drop 15 projectiles, weighing 7.1 kilogs. each, from a height of 200 metres, on to a target 20 metres in diameter. The test will probably be carried out in the neighbourhood of Chalons Camp.

### A High Flying Morane.

USING one of the new Morane monoplanes built specially for altitude work, Verrept, on the 4th inst., was putting in some useful practice at the Vidamee aerodrome, in view of his intention to shortly attack the height record. He got up to 1,150 metres in 7 minutes and came down in 4½ minutes, and, on the second attempt, he reached 2,450 metres in 21 minutes, and then glided to earth in 15 minutes.

### The Johannisthal Meeting.

THE official results of the National Week at Johannisthal show that Pietschker, on his Albatross biplane, was first in the duration competition with 13 hrs. 46 mins., and Savelack, on a Rumpler-Taube monoplane, was second with 12 hrs. 13 mins.; Grulich, on a Harlan monoplane, third, 10 hrs. 10 mins.; Fraulein Beese, Rumpler-Taube monoplane, fourth, 9 hrs. 22 mins.; Kahnt, Grade monoplane, fifth, 7 hrs. 32 mins.; and Engelhard, Wright biplane, 6 hrs. 49 mins. There were eleven other competitors whose aggregates ranged from 5 hrs. 35 mins. to 1 hr. 16 mins. Hirth, on a Rumpler-Taube monoplane, was awarded a medal for his height record of 2,475 metres.

### Fraulein Beese has a Fall.

WHILE flying at the Honover Meeting on Saturday last, Fraulein Beese brought her monoplane down very suddenly from a height of 15 metres, and besides breaking up one wing of the machine was slightly injured about her face.

### New Double-Passenger Height Record.

AT the Wiener Neustadt aerodrome, on the 29th ult., Lieut. Bier, on his Etrich monoplane, succeeded in beating the height record with two passengers, increasing it to 1,220 metres. Up to the present, no record of this type has been accepted by the F.A.I., but the previous best was made by Moineau, on a Breguet, at Douai last August, when he got up to 876 metres.

### New German Military Zeppelin.

A NEW Zeppelin airship, built for the German War Office, was put through her trials last week, and it is stated that the speed attained was 47 miles an hour. The new vessel is 8 metres shorter than the "Schwabens," and has two cars.

### Flying at Luxemburg.

ON Sunday last a week's flying meeting opened at Luxemburg, but there was not a great deal of flying seen. Alfred Lanser, on his Deperdussin monoplane, made four flights, ranging from five to ten minutes each, and Felix Lamblotte, on a Farman biplane, put up four similar flights, and then took a large number of passengers for short trips.