

FOREIGN AVIATION NEWS.

Pekin-Paris Race Postponed.

OWING to advices from Siberia and the East, and by arrangement with the manufacturers, it has been decided to postpone the start of the Pekin to Paris race from September next to May, 1913.

Etampes to Chalons on a Blériot.

LIEUTS. SYLVESTRE and De la Morlaye left Etampes on Monday on a Blériot monoplane, and after a flight of two hours landed at Chalons, the distance covered being about 200 kiloms. Owing to the mist and low-lying clouds they were forced to travel at a height of only 100 metres.

E. Vedrines a Superior Pilot.

EMILE VEDRINES, the brother of Jules Vedrines, made the second test for a superior *brevet* on the 25th ult., flying over a course from Bouy (Mourmelon) to Juvisy.

Border Reconnaissances.

ON the 25th ult., Lieut. Schumberger, of the French Army, left Rheims on his Deperdussin monoplane for a reconnaissance along the frontier to the east. He was overtaken by mist at Poix Terron, and landed at Sedan after a flight of two hours. In the afternoon he continued his journey to Verdun.

Long Flights at Farman Schools.

FROM Etampes on the 28th ult., Adamidis on his Farman biplane flew over to Orleans by way of Angerville, Toury and Artenay. On the 28th Brodin landed at Beaune-la-Rolande, having flown by way of Angerville, Pithiviers, Boynes, &c., from Etampes, to which point he subsequently returned. Sergt. Benoist on 27th made his last test for superior *brevet* over a course from Chalons to Vitry-le-Francois.

Cross-Country on Dorand Biplane.

ON the 28th ult. Rene Labouchere and his mechanicien went from Villacoublay to Etampes, and subsequently returned to their headquarters, on the biplane built to the designs of Capt. Dorand.

Douai to Mourmelon in Two Hours.

LEAVING Mourmelon on the 28th ult. at 3.30, Sergeant Rene Vandelle flew over to Douai at a height of 1,000 metres. The trip occupied exactly two hours.

Exploring on Farman Biplane.

ACCOMPANIED by Capt. Falliot, Sapper Grandjean, together with Lieut. Ecauville with Capt. Jacquard, both on M. Farman machines, left Sissonne on 27th ult. with orders to explore the country round Compiègne. They were up for three hours, and made a stop at Montdidier.

Issy to Rheims in 75 mins.

BUSSON, on his Deperdussin, left Issy on the 27th ult., at 5.5 a.m., and at 6.20 landed at the Deperdussin flying ground at Courcy Betheney.

Cross-Country on Clement-Bayard Monoplane.

BOBBA is now flying the Clement-Bayard monoplane, and on the 27th ult. he left Issy at 5 a.m., and reached Chartres at 5.40, having kept at an height of about 1,000 metres.

Rheims to Mailly on Borels.

ON their Borel monoplanes Lieuts. Magnin and Gaubert, on the morning of the 27th ult., made the journey from Rheims to Mailly camp, traversing the 160 kiloms. in 1 hr. 50 mins., and keeping mostly at a height of 1,200 metres.

Long Cross-Country Trip from Pau.

ON the 27th ult. Lieut. Adam-Gironne left the Pau aerodrome on his Blériot, and during a flight of an hour and a-half passed over Lescar, Bougarber, Momas, Garlin and Serres-Morlaas.

More Blériot Superior Pilots.

FLYING for his superior *brevet*, Baron Pasquier, accompanied by cavalry-sergeant Perretti left Etampes on a Blériot monoplane, on the 28th ult., and after making a landing at Vendome, visited Orleans, and then returned to Etampes, after a trip of 230 kiloms. On the same day Lieut. Gaubert went from Rheims to Sissonne and back in 40 mins., and afterwards visited Bar-le-Duc.

Long Reconnoitring Flights.

ON the 27th ult., Lieuts. Challes, Prat, Mailfert, Bosquet, and Roussel, all on Farman machines, and accompanied by passengers, made reconnoitring flights of from 1½ to 2 hours' duration, from Chalons camp. Sapper Seguin was also up on one of the new Farman baby machines.

Opening a New French Aerodrome.

AT the opening of the new military aviation ground at Bar-le-Duc on June 28th by M. Poincare, seven machines arrived *par la voie aerienne*. On the previous evening Lieut. Gaubert on a Blériot and

Lieut. Vigne on a Maurice Farman biplane arrived, and on the following morning Lieuts. Cheutin and Battini came from Mailly camp on their Maurice Farman machines, each with a passenger. Three other Farman machines also arrived, the pilots including Lieut. Pierrat from Rheims, Lieut. Menard from Buc, and Capt. Le Clerc from Villacoublay.

Mdlle. Dutrieu Tries Hydro-Aeroplaning.

ON Sunday Mr. Henry Farman was testing over Lake Enghien a hydro-aeroplane which he has built for Mdlle. Dutrieu. During the first test he was accompanied by the aviatrix who subsequently took charge of the machine herself and made several very good flights upon it.

Flying from French Warship.

ON the French Navy's Voisin aeroplane Lieut. Cayla, on the 27th ult., succeeded in rising from the deck of the aeroplane mother ship "La Foudre," anchored in the St. Raphael Roads. He flew over to Cannes and returned by St. Tropez, alighting on the water just by the cruiser, the machine afterwards being hoisted on board.

Vedrines has Another Mishap.

STARTING from Limoux on the 27th ult., Jules Vedrines was landing at the Libourne camp ground when his machine took fire apparently owing to a back-fire into the carburettor. The aviator was fortunately able to get clear of his machine, which was badly damaged.

The Vienna Flying Meeting.

FURTHER fine performances were recorded at the Vienna flying meeting at the end of last week. On Thursday in the speed contest over a distance of 100 kiloms., Andre Frey on a Hanriot monoplane was the winner, covering the distance in 50 mins. 5 secs., Molla on a R.E.P. being second in 51 mins. 13 secs. Lieut. Blaschke won the height prize, taking his *fiancée* to an altitude of 2,400 metres. Bedel was second with 1,650 metres. On Sunday Lieut. Blaschke bettered this by climbing with a fellow officer to a height of 4,260 metres. A quick-landing contest was won by Garros, who landed in 14'37 metres.

German Military Tests.

SOME tests with aeroplanes were carried out by German military authorities, at Leipzig, on the 23rd and 24th ult. On the first day there was a race for the King of Saxony's prize over a course of 45 kiloms., which was won by Lieut. Knoke in 35 mins., Lieut. Hartmann being second in 43 mins., and Lieuts. Canter and Berger tying for third place in 46 mins. The second event was a reconnaissance over a distance of 12 kiloms., during which the competitors were set to find from a height of 500 metres some artillery. This was won by Lieut. Hartmann, with Lieut. Berger second. On the second day there was a similar flight, but over a distance of 50 kiloms., and this time Lieut. Berger was the winner, with Lieut. Canter second. Lieut. Berger was also the winner of the bomb-dropping competition, while Lieut. Canter won the height prize, taking up a brother officer to a height of 1,110 metres.

Fatal Accidents in Germany and Spain.

ON Saturday last the Spanish Military Aviation School lost a promising pupil in Capt. Celestino Bayo, who died as the result of injuries sustained while practising on a biplane.

The week-end also saw two fatal accidents in Germany. Schadt was killed on Saturday at Mulhouse, in a fall from a height of 250 metres, while on Sunday Koenig, the winner of the big German circuit last year, met with an accident and sustained such injuries that he died at Altona the following morning. Apparently his machine struck an obstacle which caused it to overturn.

Mountain Climbing in Algeria.

THE Grand Prize of Oran, valued at 5,000 francs, offered by this Algerian town for the first aviator to pilot his machine over the mountain which separates Oran from the Mediterranean has been won by Servies. During the test he rose to a height of 2,000 metres.

Fatal Accident to Miss Quimby.

THE catastrophe which involved the death of Miss Harriet Quimby and her manager, Mr. William Willard, at Dorchester Bay, near Boston, Mass., on Monday night, would appear to once more emphasize the desirability of aviators using some appliance for holding them into their seats. From the cabled accounts it would seem that while returning to the Harvard Aerodrome after flying round the Boston Lightship, Miss Quimby started an over-steep *vol plané*, when apparently the tail of the machine was caught by the wind and this sudden movement threw out both passenger and pilot. The monoplane glided down to the edge of the bay and was smashed, while the two victims fell in the mud, meeting with instant death.