

water after covering 36 miles. He intended to continue his journey along the Seine to Havre, cross the Channel, then keep round the English coast and up the Thames to Westminster, but the bad weather of the week-end has intervened and prevented any progress being made with this part of the programme.

### Artist-Draughtsmen Wanted.

THERE are vacancies on the staff of FLIGHT or Artist-Draughtsmen able to sketch rapidly mechanical details, &c. Apply by letter to Editor, 44, St. Martin's Lane, W.C.

### A Hydro-aeroplane versus Motor Boat.

AT Brighton, on Monday, an interesting race took place between Mr. Grahame-White's hydro-aeroplane and Mr. Harry Preston's new 55-foot cabin cruiser "My Lady Molly." The hydro-aeroplane had to give the motor boat 12½ secs. and had to go two rounds of the course, which was from Black Rock to the West of Hove and back, while "My Lady Molly" only had to make one round. Mr. Grahame-White just managed to win by about ten yards.

### The Flying Cycle.

WE trust no readers of FLIGHT labour under any misapprehension as to the principles underlying the possibilities and impossibilities of flying by the aid of a push-bike. The rider of a bicycle, which may be suitably equipped with wings, might by his energy so propel the machine as to produce a sufficient velocity through the air to enable the aerodynamic reaction on the wings to lift the man and the machine off the ground. So soon as the machine is off the

ground, however, the propulsive force ceases, consequently the resultant flight can only be a glide to earth, and any abnormal prolongation of this little jump must essentially be attributed either to the vagaries of the prevailing wind or to the configuration of the ground.

### Now Then, Airmen.

WHEN you are inclined to put on side, to "fancy" yourselves and your (as yet) potty achievements in the conquest of the air, remember that the frigate bird can easily wind off his 300 miles per hour. Also remember, that he has a wing-spread of some sixteen feet, that he merely weighs some eight pounds, and that this is about the top-notch attempted by the Creator. Where, then, will you come in, airmen?—*Maritime Review*.

### Brereton has a Slight Mishap.

BRERETON gave some very fine flights at Malton Hospital Fête, making numerous circuits above the Fête Ground and round about Malton. Unfortunately in the last flight, he landed, after encountering an air pocket, in a cornfield, which caused the machine to upset and be damaged.

### "Gamma" at the Isle of Wight.

EARLY on the morning of the 25th ult., the "Gamma," repaired after her recent accident, was brought out of her shed at Farnborough, and with a crew of five left for the south. After about an hour's run, she passed Portsmouth, and circled once or twice over the Isle of Wight before returning to Aldershot. The return trip was done in well under an hour.

## FOREIGN AVIATION NEWS.

### The A.C.F. Criterium.

THE Aero Club of France has decided that the competition for the Criterium shall be held from August 15th to December 31st, 1912, and they will give prizes amounting to 10,000 francs to the aviator who makes the longest flight without landing. The holder, George Fourny, is preparing to defend his title, and has made arrangements to fly, if necessary, for 16 hours. The present record is 11 hours 1 min.

### From Mailly to St. Cyr.

HAVING completed their period of service in connection with artillery practice at Mailly Camp, Lieuts. Battini and Varcin returned to St. Cyr on the 25th, each officer carrying his mechanic on his M. Farman biplane. On the way they were surprised by a rainstorm and had to land for a time at Nangis.

### From Rheims to Dunkerque.

ON the 24th ult., Lieut. Pierra on a Farman biplane left Rheims, and later arrived at Dunkerque, having accomplished a trip of about 350 kiloms, with a couple of landings *en route*.

### A Blériot Escadrille at Work.

ON their Blériot machines Lieut. Bellemois, de Sylvestre and de la Morlaye, on Monday started in company from Villet, and made a reconnaissance of 1 hour 45 mins. duration over about 150 kiloms. of country round Epinal, Rambervillers, Charmes and Minecourt.

### Flying New Machine Home.

HAVING taken delivery of a new Maurice Farman biplane at Buc on the 26th ult., Sergeant Beausure de Seysel, accompanied by his sapper mechanic, flew back to his headquarters at Verdun.

### An Aeroplane in a Garage.

A unique experiment was carried out by Mr. Henry Farman on his new small biplane on the 23rd ult. Late in the evening he left Chalons Camp and flew to Paris, landing on some very rough ground by Noisy-le-Grand. With the help of a peasant he then dismantled the machine so that the overall width was only 3 metres, and it was towed by a motor car *via* the Rue de Rivoli and the Champs Elysees to the Palais de l'Automobile, where it was garaged. The speed of the new machine is given as 113 k.p.h., and it is said to be able to climb 100 metres in 50 secs.

### The A.C.F. Hydro-Aeroplane Contest.

THE hydro-aeroplane competition, arranged by the Automobile Club of France, to take place at St. Malo on August 24th, 25th and 26th, has drawn a round dozen of entries, including 1 R.E.P., 1 Astra-Train, 1 Nieuport, 2 Sanchez-Besa, 1 Borel, 1 Donnet-Leveque, 1 Deperdussin, 1 Maurice Farman, 1 Astra, and 2 Paulhan.

### Wireless Telegraphy Experiments in France.

AFTER having successfully transmitted wireless telegraph messages from his Farman aeroplane from St. Cyr to Meaux, Lieut. Mauger-Devarennnes is experimenting with a view to sending messages over greater distances, and hopes eventually to be able to send them over distances 150 to 200 kilometres.

### New Deperdussin Military Pilots.

ON the 23rd ult., Lieut. Mouchard completed his test for superior certificate, arriving at the Betheney Aerodrome after a flight of an hour and a-half from St. Cyr, and on the 26th, Lieut. Sauleillon made his first tests over a course comprising Rheims, Vouziers, Mailly Camp and back.

### New R.E.P. Superior Pilot.

ON the 24th ult. Granel made the first test for his superior certificate, on a course along the valley of the Aube, and he completed the tests on the 26th. Having been compelled by the storm to spend the intervening day at Troyes.

### Promising Borel Pilots.

LIEUT. RONIN, after only two months' training, made some tests for his military *brevet* on the 23rd ult. on a Borel-Martin monoplane over a course from Buc to Chartres, Orleans and back. At the same school at Buc Lieut. Garnier is also qualifying for this special certificate.

### A Train Hydro-Aeroplane.

CONSIDERABLE success has been obtained by the latest Train monoplane at the hands of military officers at Mourmelon, and M. Train has lately been giving his attention to hydro-aeroplaning. The hydro-monoplane built for him by the Astra Company made some very satisfactory trial flights at Meulan during the past few days and one of them has been entered for the A.C.F. Competition at St. Malo.

### Villacoublay to Mourmelon and Back.

IN his test for a superior *brevet*, Lieut. Escaille on a Nieuport twice made the trip from Villacoublay to Mourmelon and back; on the second occasion, on the 24th ult., doing the double trip in one day.

### Long Trips on Blériots.

FLYING for their superior *brevets*, Capt. Faure and Lieut. Jacquet, on Blériot monoplanes on the 24th ult., flew from Tours to Etampes, and Robert Pasquier, starting from Etampes at 5.40, reached Trouville at 7.25. He started back on the following day, but was brought down at Auneau by the storm, and had to stop for the night, the machine being pegged down in the field. He finished his journey to Etampes the next day.

### A Two-Hour Trip on a Train Monoplane.

AT Mourmelon on the 25th ult., Lieut. Levasseur, on a Train monoplane, made a two hours' trip at a very high altitude passing over the circuit, Chalons, Vitry le Francois, Barleduc and back.

### French Naval Aviation.

FROM the aeroplane mother ship "Foudre" at St. Raphael on Sunday, Ensign Delage was testing the Nieuport hydro-aeroplane and made one or two good flights. A Farman hydro-aeroplane is being got ready for testing, and work is being rapidly pushed forward in the preparation of the Naval aerodrome at Frejus.

### Belgian Hydro-Aeroplane Competition Postponed.

THE competition for hydro-aeroplanes which was to have been held from September 1st to the 9th at Tamise has been postponed to the following week and will be held from the 7th to the 16th.