

JUNE AEROPLANE FLIGHTS IN EUROPE.

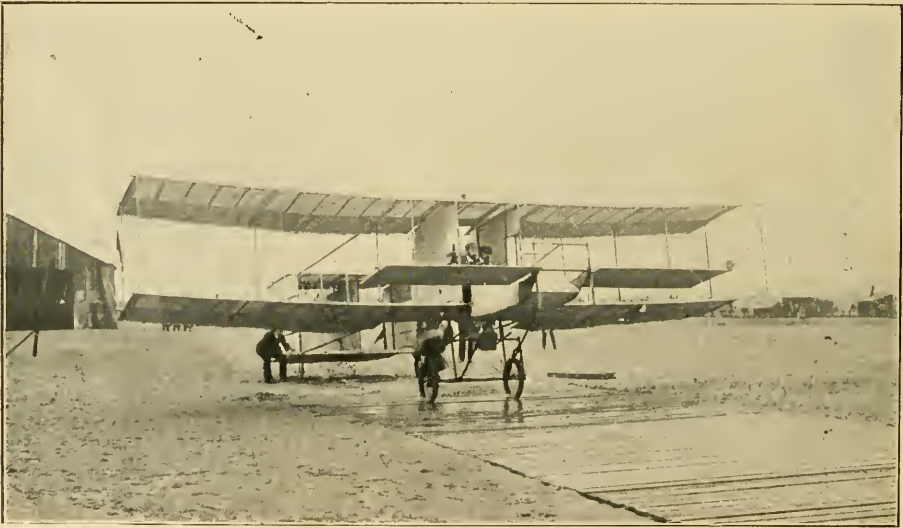
In the last issue we left Delagrance at Rome and Farman at Ghent.

On May 30, both Delagrance and Farman beat world's records for public flights, Delagrance remaining in the air 15 minutes 26 seconds, and Farman by flying over a course of 1241 meters carrying a passenger. These double performances made in less than two years after the first flight of Santos-Dumont on October 23, 1906, proves the progress made since that date and gives us hope of a brilliant future for aviation.

15 MINUTES IN THE AIR.

Early in the morning of the 30th, Delagrance was out on the Place d'Armes. A light breeze was blowing. After a short run on the ground the aeroplane rose into the air and circled ten times around at a height of 4 meters to 7 meters, returning to the ground only after 15 minutes and 26 seconds had elapsed. The distance covered, taking the path, was from 13 to 14 kilometers. The official distance assigned was 12.75 kilometers and the exact time 15 minutes 26.45 seconds. In the evening, on account of the wind, but 3 or 4 circles of the course were made.

Meanwhile, Farman was practicing for the "high jump" prize at Ghent and succeeded in clearing by 2 meters a row of balloons placed 10 meters above the ground. To win the 2500 franc prize offered by the Aero Club of France he must clear 25 meters in height.



FARMAN AND ARCHDEACON FLY TOGETHER.

On the same day Farman took with him Ernest Archdeacon and at a height of 7 meters flew, the two men, a distance of 1241 meters. Besides establishing a new record for a flight with two people, he wins the 12,000 francs bet with Santos-Dumont and Archdeacon, made on the 10th of March against M. Charron who claimed that a flying machine would not carry two men weighing 60 kilos each for one kilometer within a year.

On May 31, with rather a strong wind blowing, Delagrance made a few short flights but the wind stopped him from attempting anything like his previous ones. In the evening, before a large crowd, Delagrance made four circles of the grounds at a height of 3 to 4 meters in 4 minutes 30 seconds. The second flight was prevented on account of the bad work of the 50 horsepower Antoinette motor. In the third flight he made five times the circle in 6 minutes at a height of 5 to 6 meters.

On the evening of the same day Farman at Ghent made two flights; one of 1400 meters in 1 minute 32 seconds, or a rate of 55 kilometers an hour; and one of 1000 meters in 1 minute 43.5 seconds, a speed of 56 kilometers an hour.

On June 1, Farman went to Ostend where he has found a large beach. One flight of 500 meters with a turn was accomplished in 27.35 seconds and one of 1800 meters in 1 minute 27.45 seconds. Then he made a flight of about 1200 meters but owing to the breaking of a tube he was compelled to stop.

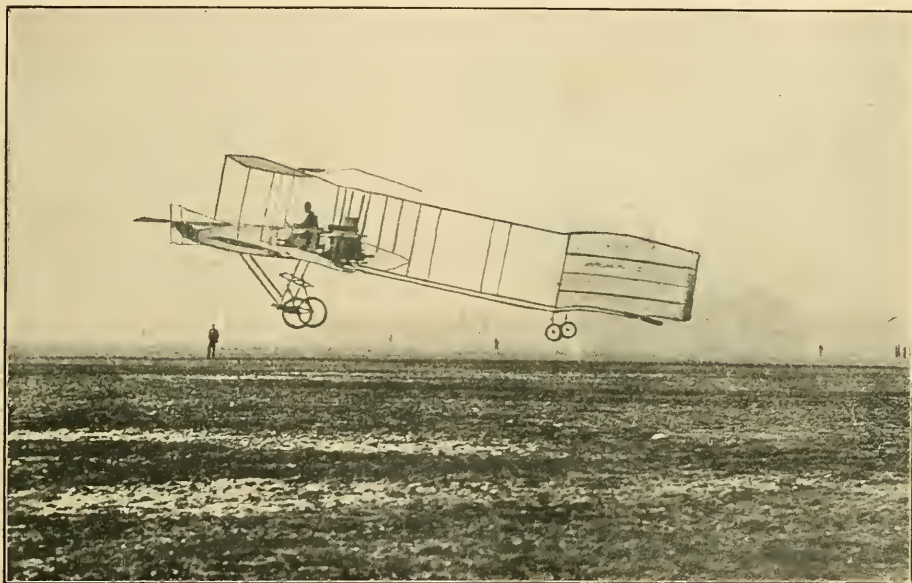
June 2. Farman made three flights of 500, 600 and 700 meters with a turn at a height of 3 to 4 meters. The time was not taken.

June 8. Pelterje, whom we have not seen out for some time, made a short flight of 300 meters, with a wind of 6 meters a second blowing, then rose a little higher and went for 500 meters more, 800 in all. On account of the restricted ground a landing was made and the machine headed toward the starting point. Going quickly up by the time he reached the end of the grounds he was 30 meters above the ground. He flew on over the village of Toussu-le-Noble and over the apple trees. Going at the rate of 80 to 90 kilometers an hour he did not dare to keep on and started down suddenly. The hydro-pneumatic shock absorber worked well and broke the shock of landing, though the propeller and one of the wings was slightly damaged. The total length of the flight was 1200 meters, the record for a monoplane and the record height for any flying machine.

The tank will be enlarged to hold 60 litres, enough for a flight of 4 hours. The total surface of this monoplane is 17 sq. meters, the weight 350 kilos, the weight lifted being 4.2 pounds to the square foot. The motor alone, 7 cylinders 35 horsepower, represents 1-10th of this weight. A 4-bladed propeller is used.

June 9. Delagrance made his first flight at Milan, twice circling the Place d'Armes at a height of 4 meters, landing easily. Public trials were to have been held on the 11th but he could not repair the motor in time, though he did essay a flight on that day but the motor gave out at the first trial.

June 18. Before 20,000 people Delagrance made five flights, one of which lasted 5 minutes 3 seconds.



DELAGRANCE IN FLIGHT.

June 22. Three flights were made by Delagrance, before 15,000 people, of about 1500 kilometers at a height of 4 meters.

ANOTHER NEW RECORD—17 KILOMETERS.

In the evening Delagrance made a flight of 17 kilometers at a height varying between 2 and 7 meters, the duration of the flight was 16 minutes 30 seconds.

Bleriot was also out, in Paris, with his monoplane "Libellule" and covered 500 meters. One wing was broken in landing.

19 MINUTES 30 SECONDS IN THE AIR.

June 23. Unfortunately after covering 4 kilometers Delagrance's machine touched the ground for an instant so that it cannot be called a new record.

Bleriot, having repaired the damage to his machine, was out and in spite of a strong wind was able to make short flights. The apparatus seems to be difficult to govern and the rear planes will be increased in size.

June 28. Toward sundown Farman made attempts to win the prize of M. Montefiore for a flight of five minutes before the end of the month, and the prize of M. Armengaud for fifteen minutes in the air. About half a kilometer was covered. In removing his machine from Ghent the box tail was not adjusted properly.

(Continued on page 44.)

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(Continued from page 9).

BLERIOT WINS PRIZE IN MONOPLANE.

June 29. In the presence of the Aviation Committee of the Aero Club of France, Bleriot in his monoplane won the medal offered by the Club for a flight of 200 meters. The distance made was 600 meters in 47 seconds. This is the first official flight of a monoplane.

June 29. The Danish aviator Ellehammer, of whom we have had occasion to speak before, made 50 meters in a flight at Kiel, winning a prize of 5000 marks. Several flights have been made by him at Kiel varying from 30 to 100 meters.