

NOTES FROM PARIS.

By D. W. THORBURN.

NOTHING could better illustrate the progress of aviation during the last three years than the latest record flight across the Channel. It was on July 11th, 1914, that the historic London-Paris-London race took place, and Walter L. Brock secured the prize with what was then undoubtedly a magnificent performance, his total time for the journey there and back being 7 hours 3 minutes. The distance from Hendon to Buc is 254½ miles. Yesterday (September 27th) one of our best known British aviators arrived at Buc, near Paris, on one of the very latest British machines, and the non-stop flight from Hendon took exactly 2 hours and 25 minutes! This is all the more striking, as he had no favourable wind to assist him. Of course, I am unable to give particulars of the machine and its motor at present, but I hope a little later on to be allowed to give full credit to the pilot and to those responsible for the production of the machine and the motor. Meanwhile, much harm may it do to our enemies.

DURING the past few months I have made the acquaintance of a large number of the American aviators now flying in France, and a fine, sporting lot of fellows they are. Among them are representatives of some of the wealthiest families in the United States. Young men fresh from the Universities, with all the attractions and comforts of life at their disposal, who threw up everything in order to come over to Europe and place themselves at the disposal of the Allies, long before America had decided to join in the great world-struggle against the iniquitous Central Powers. Many of these good men have died brave deaths in the air. Almost daily one hears of another friend missing. This morning I heard of a particularly sad case. A fine fellow from San Francisco, who came over during 1915 and had been flying and fighting ever since, came to Paris last Saturday morning to meet his mother, who had arranged to pay him a visit. Unfortunately her boat was delayed, and on Sunday he went back to his duties with the French Army. Before nightfall he had

been shot down in the course of a great fight with several Boche aviators.

HAVING been so intimately concerned with the American colony in France, I have lately been reading the Paris edition of the *New York Herald*. The American journalistic touch is to me always refreshing. This morning I notice a brief note from *Le Matin*, which has been translated thus:—

"Dutch coast towns report that heavy firing without a let-up has been heard in the North Sea since Thursday last."

I like that "let-up." When our American Allies really get to work on a big scale I am looking forward to some really breezy descriptions of aerial fighting. Meanwhile, the following paragraph, also taken from the Paris *New York Herald*, is not without interest:—

"AMERICAN FLYERS, IN CONCERTED RUSH,
REPULSE GERMANS.

"Get those fellows, boys!"

Capt. Thenault, of the Lafayette Squadrilla, shouted the order to a group of his comrades at an aviation base at the front a few days ago. The boys, who included Maison-Rouge, Richmond, Peterson, Courtney Campbell, Kenneth Marr, Stephen Bigelow, René Haas and Chouteau Johnson, were in their trim little Nieuport fighting machines in the twinkling of an eye. Ten minutes later the French "poilus" in a front line trench at V—cheered lustily as the German formation, with two or three exceptions, scattered and fled before the driving onrush of the American flyers.

The few German pilots who remained to give battle were overwhelmed by the Americans and sought to escape. Two of them succeeded in getting away, but the third, his machine riddled with machine-gun bullets, was seen to crash 5,000 ft. to earth.

This is the answer of the Lafayette flyers to the Kaiser's action in putting a price on the head of the first American taken prisoner. All Americans on the front, incensed at the war lord's step, vow that they will sell their lives dearly."

To Readers—One and All.

THE Editor of "FLIGHT" will at all times be pleased to consider original articles (illustrated or otherwise) on subjects directly or indirectly allied with aviation. All articles accepted will be paid for; a high literary standard of writing is not essential; it is the facts which matter. Practical explanatory articles are most acceptable. Diagrams and similar illustrations need only be rough sketches if necessary.

Another Italian Record.

REPORTS from Rome state that a chaser aeroplane, designed, it is said, by two Italian officers, and built in Italy, with Sergt. Stoppani as pilot, on September 28th flew from Turin to Rome in 2 hours 50 minutes. He left Turin at 2.45 p.m. The speed of the machine, allowing for drift, was 220 kilometres (137½ miles) an hour.

Belgium's First "Ace."

ONE of the ceremonies which marked the visit of the King of Italy to the Belgian front last week-end was the decoration of the first Belgian "ace," Dhiethieffry. A fine display of airmanship was also given by Belgian officers.

Captain Laureati Sees the King.

CAPT. THE MARQUIS LAUREATI, together with his mechanic, Jonso, was on September 27th received by the King at Buckingham Palace, when he handed to His Majesty the autograph letter from the King of Italy which he had brought from Turin. The Marquis was decorated by the King with the Insignia of membership of the Royal Victorian Order.

Germans Abandoning Ghisteltes.

"THE statements of captured German aviators are full of interest," writes the correspondent of the *Temps* on the British front. "The aerodrome at Ghisteltes (south-west of Bruges) is now being disbanded because its personnel, which is being bombarded incessantly day and night, will not remain there any longer. Still more serious dissensions prevail between the reconnoitring and chasing squadrons. Non-commissioned officers are now declining to join the Air Service, as, even when they are promoted to be officers, they are systematically ignored by their observers, and because favours and rewards are only given to titled officers, and successes won by non-commissioned officers, or even by officers who have risen from the ranks, are accredited not to them, but to the commander of their squadron."

Sheffield's Gift to Newfoundland.

THE aeroplane which has been subscribed for by the citizens of Sheffield and presented to Newfoundland as a unit of the Imperial Air Fleet, was formally handed over at Sheffield on Saturday last by the Lord Mayor of Sheffield. The Mistress Cutler (Mrs. Ellis) performed the christening ceremony, and Lady Morris, the wife of the Premier of Newfoundland, attached to the machine a mascot consisting of a caribou's head, cast in light bronze.

Mr. W. A. S. Hewins, M.P., Parliamentary Under-Secretary for the Colonies, representing Mr. Walter Long, accepted the gift, and requested General Sir David Henderson, who represented the Earl of Derby, to take charge of the machine for use on the Western Front. A few minutes later Lord Hugh Cecil, in his uniform as an officer of the R.F.C., went up as a passenger in the machine.

The visitors to Sheffield, in connection with the presentation, were guests of the Master Cutler, and spent the morning inspecting the works of Vickers, Ltd., where they were received by Mr. Douglas Vickers.

Aviator v. Gunners.

"CERTAINLY our flying men have been doing all in their power to make life intolerable on the German side of the lines," says Mr. Philip Gibbs, writing to the *Daily Telegraph* on September 27th. "One of these birds found a different kind of prey. It was opposite the Australian front, where a team of German gunners were getting a gun away. Our airman flew low over the heads of the gunners and played his machine gun on to them and dropped bombs. He smashed up the gun-limber and laid out the gunners, and the gun remains there still, with the bodies of men and horses around it. To-day out beyond Ypres I saw flights of our men going out again beyond the German lines for that battle in the air which has never ceased since the battle of Flanders two months ago."

A Present from the Basutos.

THE Secretary of State for the Colonies announces that the High Commissioner for South Africa reports the contribution of a further sum of £10,000 to war funds by the Paramount Chief and the Basuto nation. His Majesty the King has expressed his high appreciation of this gift, which is being used for the purchase of aeroplanes.