

nine machines built for him.

September 30th 1907, Henry Farman made his first flight of 30 to 80 meters in a machine built for him by the Voisin Brothers along the same lines embodied in Delagrange's. He practiced constantly and on October 15th flew 300 meters; October 19th, 100 meters; October 23rd 170 meters, and keeping at it daily he succeeded on October 26th in covering 771 meters. He had now totalled 2.6 kilometers. On November 1st and 2nd he made short flights, and on November 5th, he flew 300 and 400 meters. On November 9th, he was able to execute a turn, and on November 10th, in a flight of 800 meters, he completed $3/4$ of a circle. He still continued to practice at every favorable opportunity, and on January 11th, 1908, he was twice able to return to his starting point. On January 13th he won the Deutsche-Archdeacon prize of 50,000 francs by flying between 1500 and 1600 meters and returning to starting point. He made his longest flight to date, of 2005 meters on March 21st 1908. March 27th he had a serious accident while practicing curves, in which his machine was badly smashed. He escaped from the wreck with but slight injuries. On May 9th he is reported to have flown 700 feet with his father as a passenger, and carrying eight gallons of water for cooling the motor, and 2.6 gallons of alcohol for fuel. (See L'Aerophile and Current Publications).

Robert Esnault-Pelterie, early in 1903, began gliding experiments with a machine very similar to that used by the Wright Brothers, and acquired considerable facility in handling it. He continued experimenting and finally on October 22nd