



# *In The News*

## *Durrington*

### **MILITARY AEROPLANE TRIALS**

#### **FINE FLIGHT BY PERREYON**

The military aeroplane tests were resumed on Salisbury Plain yesterday in much more favourable weather. The extension of the flying course in a westerly direction to Beacon Hill increases the opportunities of the public to witness the tests.

Flying began at 5 o'clock in the morning, and airmen who had not made a circuit of the course on Thursday night were advised to do so during yesterday. Védérines delayed his appearance until the afternoon, when he flew round the course with remarkable success.

Twenty-four machines are effective for competition – viz., two Hanriots, one Vickers, two Blériots, one A. V. Roe, two Bregnets, two Coventry Ordnance, four Bristols – one, however, was damaged in the trial flight made on Thursday evening – one Martin Handasyde, one Aerial Wheel, one Mersey, two British Deperdussins, one Aircraft Company, two French Deperdussins, one Handley Page, one Piggott, and one Cody.

The first to undertake the three hours' flight, the main feature of the War Office tests, was M. Perreyon, who began his journey at 4.40, taking up Lieutenant Smale on a Blériot tandem-seated monoplane. Soon after the start, Perreyon ascended to nearly 5,000feet at which height he circled from Stonehenge to Durrington. Dropping later to about 2,000feet, he flew steadily, taking the longer course from Beacon Hill to Fargo. Perreyon came down at 7.38, having flown for three hours. Mr F. S. Cody undertook a flight, and several other airmen tested their machines towards sunset.

*(The Times, London - Saturday 3 August, 1912)*

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# MILITARY AVIATION

## THREE MILES FLIGHT AND SPEED TESTS

Rain fell at sunrise on Salisbury Plain yesterday but later the weather cleared sufficiently to allow 14 competitors to make trial flights over the aviation course to Stonehenge and back.

Among the aeroplanes taken out was the British Deperdussin, piloted by M. Védrières, who, however, regarded the sky as treacherous, and came down after a flight of about five minutes. He tried again about an hour later, but found the conditions still unfavourable. He could have entered upon the speed test, for which the wind was suitable, but the Judges' Committee would not allow this to be carried out until the three miles' flight, had been accomplished. Mr Pixton, on No. 15 Bristol monoplane, who had made the three miles' flight, was able to undertake the speed test. Flying from Knighton Barrow to the sheds on Durrington Field, he was credited with a speed (fast) of 72.9 miles per hour and 58.1 (slow) miles per hour. This was not quite the best in the competition.

Mr F. S. Cody completed his disassembling, transport, and reassembling test in the evening with his large biplane. The chassis, running on its wheels and skids, was attached to a motor-car and drawn along the public road as far as the Stonehenge Inn and back. It was then put together for a flight. During the transport of the machine the planes followed in the rear on light trucks drawn by hand.

M. Védrières will leave Havre on Saturday for New York, so that, unless he can fly to-day, there is little hope that he will be able to take part in the competitions.

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