

AVIATION IN WAGGA.

THRILLING DISPLAY BY M.
GUILLAUX.

SUCCESSFUL DEMONSTRATION.

As was expected, the opportunity of witnessing demonstrations of aviation in Wagga was largely availed of on Saturday afternoon, when there was an attendance on the Show grounds which is only surpassed in numbers on the occasion of the Wagga Show. Excellent arrangements had been made to secure a big crowd, for special trains had been chartered from Junee and Culcairn, which were both well filled with visitors. From midday a stream of traffic was to be seen making towards the Show ground, sufficiently large to warrant the attendance of special police to control it. Special trains from the railway station to the grounds at intervals of quarter of an hour relieved the traffic on the roads a good deal. It was estimated that the crowd on the Show ground was about 8000, whilst there was another two or three thousand who posted themselves outside the grounds on various vantage points. It transpired they all had an excellent view of the flights, although those outside were unable to see closely the flights from the starting point or the final stages of the descent, which privilege those inside found to be well worth the reasonable charge for admission.

Early arrivals found the machine already fitted for the flight, standing, guarded by police, in front of the grandstand reserve. It was Monsieur Guillaux's own Bieriot machine, which he had specially designed for his aerial manoeuvring. Its simplicity of construction was the first thought that struck the casual observer. The two huge wings spread out as a bird's measured about thirty feet from tip to tip, and about six feet in width. They were of specially dressed canvas over an oak frame. The body of the machine resembles that of a small torpedo-shaped motor car, in which the aviator took his seat, and was securely strapped. The engine, of 50 h.p., was in the front of the body, of six cylinders constructed on a wheel principle, each cylinder a spoke as it were, with it was connected the six feet propeller in front, and with the propeller the engine also revolved. This explained a general enquiry as to why the engine should not be flooded with petrol when upside down. The tail of the machine extended about thirty feet, the back fan resembling the tail of a huge lobster. The comparative light construction of the whole machine caused the crowd to liken it mostly to the huge dragon fly, with which all are so familiar.

Although the morning had opened bleak and threatening, with a heavy wind blowing, by midday the conditions became more settled, and at half-past two the clouds lifted, and the sun coming out warmly, the winds died down, and perfect weather fa-

vores the aviator.

On entering the ground Monsieur Guillaux received a flattering ovation. Time was not unnecessarily wasted, for on satisfying himself that the machine had been perfectly put together, the aviator gave instructions for its removal to the western end of the ground, from where he commenced his flights. His preparations were simple. Handing his gloves to an attendant, he just donned an overall sweater, tied a cap over his ears and head, and wore goggles. Having taken his seat, one attendant started the propeller in motion, which in turn started the engine. Then for a few moments, until the engine had warmed up, two attendants held the airship stationary. Immediately upon their releasing their hold, the huge machine shot forward, and after gliding a few yards rose from the ground with the ease of a bird. Monsieur Guillaux moved off to enthusiastic applause from the huge gathering, and the strains of the "Marseillaise," played by the Wagga Citizen's Band. He circled round the ring at a height of two or three hundred feet several times, then rose to greater height, ascending rapidly at an almost perpendicular angle, as if it were a huge fly climbing to heaven. Thereafter the Wagga people were treated to an exhibition of all the marvellous and daring feats which have gained Monsieur Guillaux the distinction of being one of the foremost in the field of aviation to-day. Speculation as to whether the feats of "looping the loop," etc., would be carried out was soon decided, when the machine was seen to dip suddenly at a height of about a thousand feet, and turn completely over, and with the gracefulness of a bird resume its flight. Excited applause greeted the performance. Apparently then fully confident the aviator launched out upon his trick performances of diving perpendicularly at tremendous pace to recover at will and commence the ascendant again. The descent was made in a gradually lessening circle, and coming in just above the heads of the crowd, alighted in the centre of the show ring with every confidence, the ringside enthusiastic in applauding the successful flight.

After motoring round the parade ring, and acknowledging the appreciation of the spectators Monsieur Guillaux rested a few minutes before commencing his second flight.

From the same starting point the aviator went forth in another brilliant rise, and after once circling the ground went straight out over the hospital to the vicinity of the town, and there gave some manoeuvres for the benefit of those townspeople who were unable to attend. It was gathered that he had gone out and back over two miles in as many minutes. On his return to the show ground he set out to climb well up to the clouds. There were many aching necks by this time, whilst some had adopted the excellent position of laying on their backs on the lawn to gaze skywards. The height of 3300 feet was

their backs on the lawn to gaze skywards. The height of 3300 feet was attained. During this flight he performed the looping the loop feat frequently, flying upside down, and volplaning, the flight extending over 25 minutes. It was on his descent that Monsieur Gallieux performed a new feat, and satisfied himself further regarding the capabilities of his machine. The ground was the smallest from which he had flown, and it was necessary to alight within limited space. After touching the ground first, the aviator was seen to lift the front of the machine, and suddenly stopped its onward progress. After first striking the ground, the dead stop was reached in about 25 yards, which was the shortest stoppage he has yet made in all his flights.

Throughout his flights Monsieur Guillaux appeared to thoroughly enjoy them; himself, and the perfect conditions induced him to go through greater performances than he would otherwise have attempted. Aviation is in its infancy as it were, and judging by the spirit with which M. Guillaux entered into his Saturday's experiments it might have been gather-

ed the flight was of great satisfaction to himself.

At all events, it is exhibitions and opportunities like these, when one is able to see the works of brainy men in actual operation, encourages other brains to work, and for that reason alone the visit to our country districts of such men as Monsieur Guillaux is to be warmly welcomed.

As the band finished the "Marcellaise," and struck up the National Anthem of Australians the crowd rushed the ground to offer their congratulations. Monsieur Gilleaux was presented to the Mayor and Mayoress, after which he was assailed by the press representatives. Meanwhile, the dismantling of the aeroplane commenced, and was watched by a highly interested crowd.

The visit to Wagga was under the direction of Ald. A. Sculthorpe, of St. Kilda, who expressed himself as well pleased with Wagga people's response.

During the evening a picture show, under the auspices of the Lorne Co. and the Aviator's Company, was given in the Masonic Hall, when several good views of Sydney Harbor and other places of interest were shown. During the interval, the Mayoress, Mrs. F. J. McDonough made several presentations to M. Guillaux, M. Maistry, and Miss Sculthorpe.
