



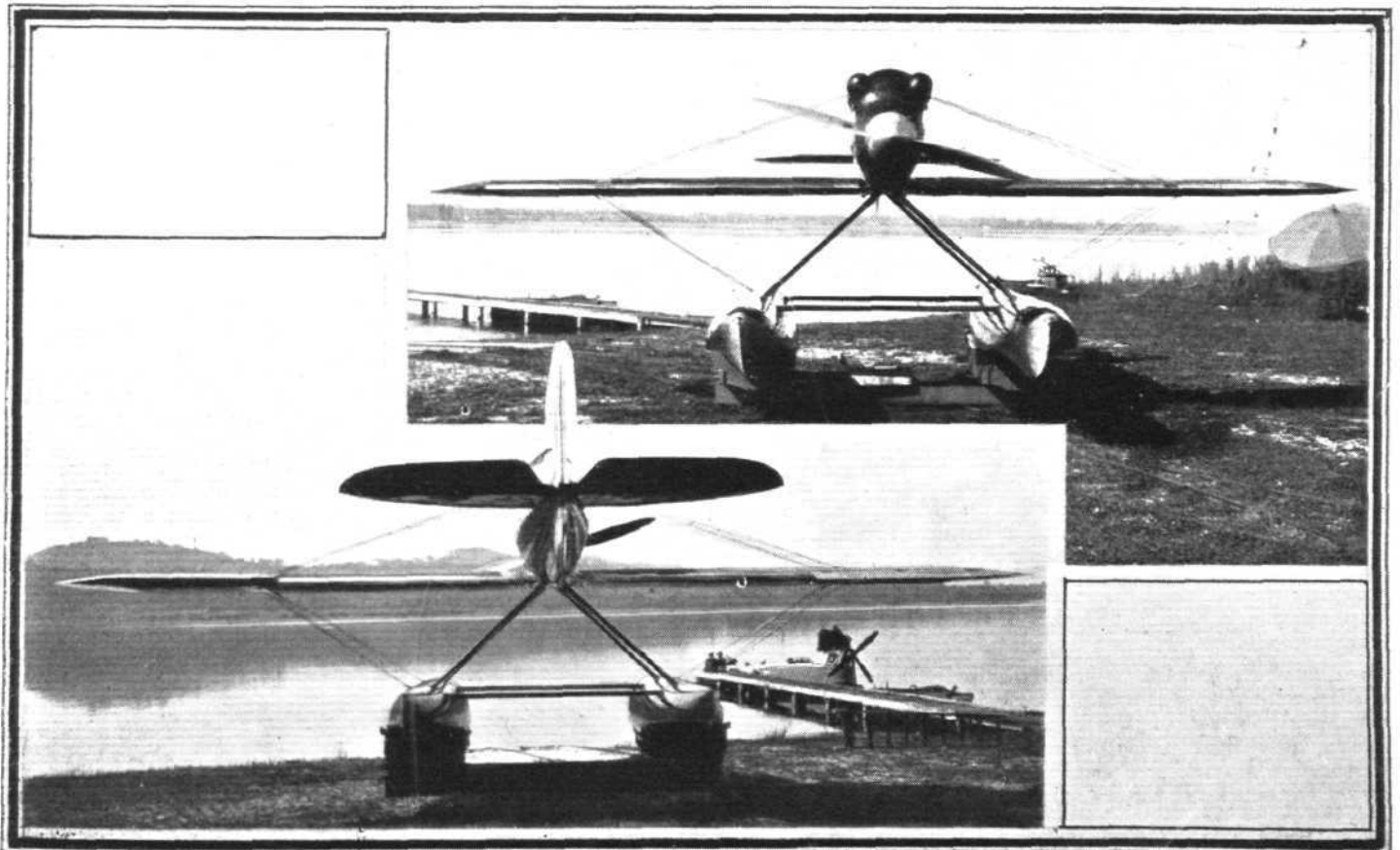
THE ITALIAN DEFENDERS : Three-quarter front view of the Macchi M.52. The wings are slightly swept back. The floats are of wood construction.

of Malamocco. Meantime, however, a very interesting thing had occurred. As Flight-Lieut. Webster was taking off from Canale Tre Porti, Magg. de Bernardi, on Macchi-Fiat No. 2, was approaching the Porto di Lido turn, and as a result these two pilots entered their first and second laps respectively with the Italian only a few hundred yards ahead. Thus, very early in the race the onlookers were provided with something of a shock to realise the difference in actual speed between the two machines. The Supermarine-Napier S.5 (N 220), appeared to have gained considerably upon its opponent before actually entering the lap, and once across the line,

it became apparent that the Macchi-Fiat No. 2 would be passed before reaching the acute turn at Chioggia.

At 2.46 Capt. Guazzetti received word to take off, but he did not cross the starting line until seven minutes later, flying much lower than the first Macchi-Fiat, but travelling at what appeared to be about the same speed. Capt. Guazzetti was piloting Macchi-Fiat No. 5, and the sight of his red machine was loudly greeted by the crowd.

Flight-Lieut. Worsley left the Canale Tre Porti line at 2.50 p.m. and passed the Tribune at 2.55. He was of course, piloting the "direct drive" Supermarine-Napier, S.5 (N 219),



THE ITALIAN DEFENDERS : Front and rear views of the Macchi M.52, fitted with Fiat engine. The undercarriage has two horizontal struts in place of the streamline wires used in the Supermarine S.5.