

crowded and all points of vantage outside, even numerous trees, being occupied.

Marcel Doret, George Cavalli and Miss Adrienne Bolland represented France, Gerhard Fieseler and Miss Liesel Bach Germany, and Victor Glardon Switzerland in the aerobatic and stunting contests. The transatlantic aviators, Dieudonne Costes, Maurice Bellonte, Rene Lefevre and Miss Amelia Earhart were among the distinguished visitors. French, German and Swiss planes were lined up in a row in front of the grand stand and made an interesting showing.

Maurice Bellonte opened the meeting in his Potez 36, and Miss Amelia Earhart arrived shortly afterwards in a Farman 190 (300-h.p. Gnome & Rhone K.7), piloted by the Viscount de Sibour. Miss Earhart was greeted with great enthusiasm, and was received by M. Louis Bonin, the Mayor of Saint Germain, George Chastenot, the Deputy of the district, and the Commandant Rignot, representing the Air Ministry. Dieudonne Costes arrived about the same time in a Morane "Moth" (85-h.p. "Gipsy"), and Rene Fonck, the well-known French war ace, was also present.

Stunt flying then followed, Fieseler flying his new two-seater biplane, the "Tiger F.2," which was built at the Kassel Aeroplane Works from his own designs. The machine has a wing spread of 28 ft. 6 in., and a supporting surface of 237 sq. ft. The wings have been constructed

with a bi-convex camber to aid in inverted flying (flying on the back). The plane is equipped with a 340-h.p., nine-cylinder, radial Walter air-cooled motor. It has a speed of 155 m.p.h. (250 km./hr.) and can climb 1,000 m. in 1 min. 20 sec.

Doret followed Fieseler, flying his Dewoitine D.27 machine (400-h.p. Hispano-Suiza), and both airmen showed remarkable suppleness and great skill, their displays being liberally applauded by the crowd.

George Romaneschi, the parachutist, next gave demonstrations. Flying his Raab-Katzenstein biplane (120-h.p. Siemens engine), Victor Glardon gave an exhibition of inverted flying for 8 min. 12 sec. and other stunts. George Cavalli, one of the most promising of the younger French aces; Miss Liesel Bach, a leading German aviatrix, flying a "Klemm" 100-h.p. four-cylinder inverted Argus engine; and Miss Adrienne Bolland, of France, also gave exhibitions of aerobatic flying.

Among the planes exhibited which attracted a good deal of attention was a "Weyman" two-seater, cabin "Autogyro," flown by George Martin, a former air-line pilot. This machine was equipped with a Hispano-Suiza 100-h.p. engine, and has a speed of 103 m.p.h. It landed almost vertically, with practically no run after touching the ground.

R. C. W.

### LANCASHIRE AERO CLUB

Advocates of a better standard of flying for private pilots will find staunch supporters in the Lancashire Aero Club. This club was one of the first to institute advanced flying for its members, and this policy has been maintained throughout the club's life.

Their periodical competitions have invariably been framed with a view to improving their pilots' ability and have for that reason taken the form of landing competitions, cross-country trials and similar contests. It is unfortunate, therefore, that the new subsidy agreement should not foster clubs like this one, but that it should continue to place a premium on the number of pilots put into the air in the shortest time without any regard whatsoever for the amount of flying done by the club members. The present arrangement simply encourages commercial firms to operate under the guise of a club and to turn out pilots, the majority of whom do very little flying after taking their "A" licence. Flying is still an expensive sport, and there is all the more reason, therefore, why the "A" licensed pilot should be encouraged and helped to fly more, thereby enlarging his experience and increasing the safety of the air; air which, incidentally, is already becoming quite unpleasantly crowded on certain routes near London.

This "better pilot" spirit of the Lancashire Club is still further fostered by their official organ (we hope Mr. Alan Goodfellow will forgive us for not referring to it as a bright journal—ED.) *The Elevator*. This month's issue

contains two articles of considerable help to the less experienced pilots. Mr. George Yuill, the club's instructor, finishes his article on "Blind Flying"—his remarks that calling it "blind" flying is pure irony is very true and for that reason among others we prefer the term "instrument flying"—and Miss Winifred Brown writes very readably indeed on the subject of flying by compass. Everyone who reads that article cannot but be impressed with the type of pilot turned out by the Lancashire Aero Club.

### LEICESTER

H.R.H. the Prince of Wales had tea in the clubhouse at Desford on Saturday, June 11, previous to his departure from a visit paid to the Leicester Agricultural Show. On his arrival at the aerodrome he was accompanied by Lord Lonsdale, the Lord Mayor and Lady Mayoress and Maj. Burnaby. After His Royal Highness had departed the chance was taken of giving the Lord Mayor and Lady Mayoress their first flight in the club's "Puss Moth." Their example was also followed by the Chief Constable of Leicester.

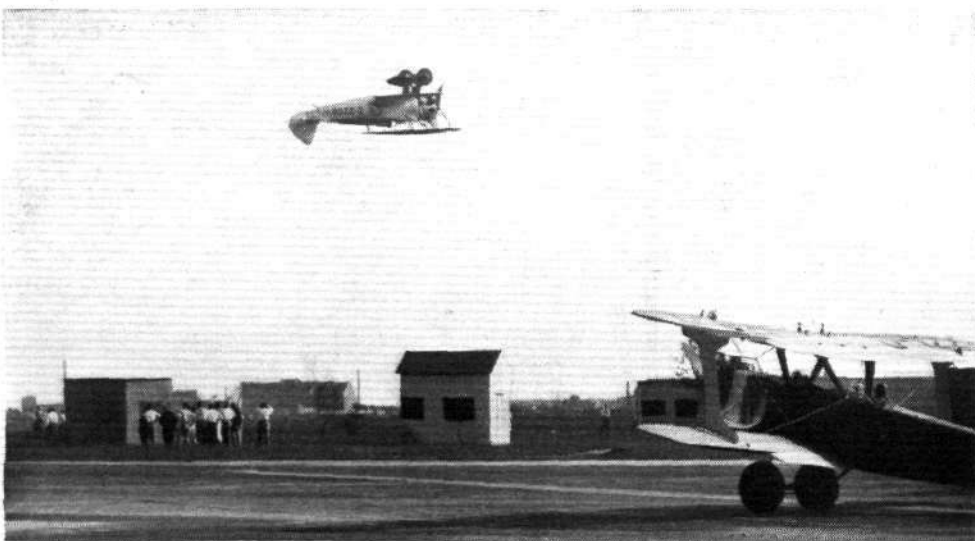
The landing competition held on Sunday resulted in a win for Mr. John Cobb; his average distance from the mark was 12 ft. 4½ in.

### BROOKLANDS

Pupils from abroad continue to arrive at the Brooklands Flying School, the latest being Mr. Morad, who has travelled from India specially to learn to fly in this country. The College of Aeronautical Engineering which recently formed its own aero club at the aerodrome is now in full swing, and a large amount of dual instruction has been given on their aircraft. Sales of aircraft for the past week amount to five, among which was the "Moth," Gipsy I, sold to Mr. Eric Leigh, who placed his order immediately he had obtained his "A" licence.

### HANWORTH

Sunday next will be the Royal Aeronautical Society's Garden Party at Hanworth. A large and varied number of aircraft will be displayed upon this occasion. Members are particularly requested to bring their membership badges and to provide their guests with vouchers. Lord Carlow has presented the club with a barograph, thermograph and max.-min. thermometer. This set of meteorological



IM RÜCKENFLUG: Herr Fieseler used his new "Tiger 2" at the International Flying Meeting at Tempelhof Aerodrome, Berlin, and he appears to be equally at home either side up.