FLIGHT, JULY «. 1938

King's Cup Race,;
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C") E ha.ve already pointed out in FLIGHT that this
year's race fox the King's Cup, which is to be
flown from the de Havilland aerodrome at Hat-
field on Saturday next, is different in character
from previous King's Cup races. Hitherto it has been held that an air race for a cup presented by His Majesty should be designed to give as large a section of the population as possible an opportunity to see the competing machines. The race has always been a handicap, and when a handi-cap race is flown over such long distances as have hitherto had to be covered in the King's Cup Race, planes are apt to be strung out, and very close finishes are not to be counted upon. Doubtless this has been one of the reasons for the relatively small interest which the general public has taken in the race.

This year the King's Cup Race will consist of a series of short races, actually amounting to eliminating trials. Thirty-eight machines have been entered, and, although the Royal Aero Club has not yet announced details of the allocation of machines to the various races, it may be assumed that an endeavour will be made to run the races with some six or seven machines in each. The King's Cup course is divided into four rounds. All the machines entered will fly the first round, divided into heats. The first four machines from each heat will go into the next round, and so on until the final, which is the real King's Cup Race, in which there will be eight machines.
Until details are announced it is impossible to know exactly how the heats will be arranged and which machines will go in the different heats. For example, the heats could be arranged as follows (we do not say that they will be): First round, four heats of eight machines and one heat

of six machines. The second round would then consist of 20 machines, which could be arranged in two heats of seven machines and one heat of six machines. This would leave 12 machines fcr the third round, grouped in two heats of six machines, and there would be eight machines in the final. That is, approximately, the manner in which it is intended to run the race.
A feature of this year's King's Cup Race which does not appear to be generally understood is that the handi-capping has been based on the short course, and not on the
total number of miles to be flown by the machines which
succeed in getting into the final. The lengths of the four
courses are approximately the following:—First round,
224 miles ; second round, 207 miles ; third round, 195
miles ; fourth and final round (two laps), 206 miles. The

THE SCENE OF THE 1933 KING'S CUP RACE : Hatfield Aerodrome, looking North North-East. (FLIGHT Photo.)

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