

**Grumman's Turbojet Gulfstream** Work is to start immediately on production of the Gulfstream 2 business jet, and the first flight is planned for the late spring of next year. Powerplant will be two rear-mounted Rolls-Royce Spey 25 turboprops. Comparable in size to the existing turboprop Gulfstream powered by two Rolls-Royce Dart turboprops, this latest contender in the highly competitive market will cruise at up to 585 m.p.h. and have a range of over 2,500 miles even against 100 m.p.h. headwinds. Price will be around £700,000.

Some 156 Dart Gulfstreams have already been ordered and production of that aircraft is expected to continue at the rate of two or more a month.

A model of the proposed Gulfstream 2 was illustrated on page 896 of the November 26, 1964, issue of *Flight*.

**The McAully Aerobic Trophy** was contested at Little Snoring airfield, Norfolk, on May 1 in conditions of clear skies but strong wind. This increasingly popular annual event is designed to encourage the relative novice to try competition aerobatics and this year a dozen contestants assembled to do battle—the biggest McAully entry to date.

Each contestant must perform a sequence of six specified basic manoeuvres followed by two voluntary manoeuvres. Tiger Moths only are flown (special versions are admissible, but not the inverted fuel system). Marks are awarded for each manoeuvre and for positioning and presentation of the sequence. Judging the performances on May 1 were Mr Bill Bedford, Mr David Morgan, Mr Neil Williams and Mr Mike Cooke.

For the second year running Martin Barraclough of the Tiger Club was the winner, flying a special single-seat Tiger Moth; his voluntary manoeuvres were a Cuban eight and an avalanche. Claf Brun of the Norwich and Norfolk Flying Club, piloting a standard machine, flew nicely to gain second place. Robin D'Erlanger was third, Barry Shaw fourth, Steve Donghi fifth and Tony Haig-Thomas sixth.

**Nearly no Jersey Rally** On Friday morning the Eleventh International Channel Islands Rally looked as if it would be a non-starter. Signals were sent to all relevant airfields saying that the rally was cancelled for the time being, because of adverse weather at Jersey. But at 1400hr (writes a competitor who started from Biggin Hill) we were told that conditions were improving in the Channel and that we could go to Hurn to await further instructions.

There we found a large number of light aircraft parked, with flight planning being efficiently managed by the RAF. Jersey was now clear, we learned, but there was a little low cloud over the South Coast and we would be cleared "special VFR." Eventually we were airborne at 1640hr, and on reaching mid-Channel found that the cloud had disappeared and that, as Met had promised, Jersey was clear.

In all, 100 competitors arrived on Friday out of a total of 116; five aircraft landed on Saturday; and two, with considerable foresight, had arrived on the Thursday. Two aircraft were left in France: one force-landed near Dinard and was badly damaged, but the occupants continued by airline and were able to take part in the rally; the other, a Turbulent, had an engine failure and,



Winner of the McAully Trophy for aerobatics, held at Little Snoring, Norfolk, on May 1, was Mr Martin Barraclough of the Tiger Club. Mrs Barbara McAully presented the trophy; Mr Bill Bedford (centre) was chairman of the panel of judges. (News item on this page)

although the pilot managed to hitch-hike as far as Cherbourg, the weather was too bad to enable anyone to pick him up on Saturday.

Because construction work was proceeding at Jersey Airport the number of entries had to be limited to 116, although 280 people had applied. (Next year the organizers hope to be able to accept everybody. It will be the 900th anniversary of William the Conqueror's landing in Britain and the Channel Islands Aero Club plans to hold a four-day rally jointly with the flying clubs in Normandy.)

A reception at the fine new clubhouse awaited the entrants. Next day there was a *vin d'honneur* at St Helier Town Hall, when a speech of welcome by the Constable of St Helier, Mr A. D. W. Ryan, was replied to by the guest of honour, Vice-Admiral Sir Richard Smeeton. Results were announced that evening at a banquet at the Hotel de France, and the awards were presented by Lady Villiers, wife of the Lieutenant-Governor, Vice-Admiral Sir Michael Villiers. Principal prizewinners were as follows:—

- Piccadilly Trophy (Grand Prix)** G. Lassen (Aztec); runner up, L. Richards (Twin Comanche).
- Quennevais Merit Awards** 1, Buchzyc (Aztec); 2, Mrs Chris Hughes (Cherokee); 3, G. W. Scheel (Tri-Pacer); and seven others.
- Lannoy Cup** G. Lassen (Aztec); runner up, D. M. Parsons (Twin Comanche).
- Aircraft Recognition** Mrs Chris Hughes (Cherokee); runner-up, L. Richards (Twin Comanche).
- Decca Trophy** D. M. Parsons (Twin Comanche); class awards, D. M. Parsons (Twin Comanche) and G. W. Scheel (Tri-Pacer).
- Ross Gower Trophy** G. Lassen (Aztec).
- Kricheski Trophy** D. M. Parsons (Twin Comanche).
- Inter-club Trophy** Herts and Essex Aero Club (seven aircraft).
- Isabel Cridland Trophy** Mrs C. Roberts (DH 84 Dragon).
- Arrival Time Prize** J. A. Heullard (Jodel); runner-up, G. Fremont (Jodel).
- Lucky Landing Prize** Miss J. Cue Tri-Pacer; runner-up, Line (Cessna).
- Special Merit Award** A. Tyrrell (Turbulent).

**Tenth Anniversary** of the inauguration of the Kronfeld Club was celebrated at an informal party at the club on Wednesday, May 5. Among those present were members of the British and Irish teams for the 1965 World Gliding Championships; and an appropriate speech was made by John Furlong, one of the club's founder-members.

Winner of the Isabel Cridland Trophy for the best woman participant in this year's Channel Islands Air Rally (reported above) was Mrs C. Roberts in her D.H. 84 Dragon, seen below. Overall winner of the rally was Herr G. Lassen in a Piper Aztec (right)

