



Left, scene at the hangar doors on Saturday afternoon as the wind and the rain lashed down on Jurby. The Manx Air Derby finally got off the ground in the evening, when the RAeC officials were assured that the worst of the wind and turbulence had subsided. During the flying display, achieved between showers, Charles Masefield put up a fine demonstration in his two-seat Cavalier-converted Mustang. Right, an appropriate heraldic device on the cowling of the Emerald flown by Fred Marsh—he is in the cooked-meats business

MANX RALLY REFLECTIONS

"Flight" photographs

The second Isle of Man International Air Rally and Manx Air Derby meeting on May 19-21 was beset by rather wet and windy weather but was nevertheless a successful sporting flying and social occasion. An account of the rally-cum-race to the island and the Manx Air Derby appeared in last week's issue of "Flight." The sponsors, the Palace Hotel and Casino and Cambrian Airways, together with the Royal Aero Club and the IoM Rally/Race organisers, merit congratulation on the quality of an event which could, through its competitive appeal, become one of the most popular fixtures in the European calendar



Above, one of four visiting aircraft from Germany was the four-seat Me108 flown by B. Klein in the Manx Air Derby at an average speed of 151 m.p.h. Below, a very good score in the rally was achieved by the winner, John Stewart-Wood, who flew his brand-new Cessna 172 from Cherbourg to Jurby via nine airfields, covering 589 n.m. between 1000 BST and 1559 BST—an overall average of 98 m.p.h. including stops



Starting line for the Manx Derby: the flag drops for Norman Jones, chairman of the Tiger Club, who had his best race for a long time in a faster-than-usual Condor. Eventual winner, the Bölkow Junior of Bill Todd, awaits in the background

