

competitors of sending machines and pilots to England would consequently be very much increased. Whatever the reason for the non-participation by Italy, the absence of Italian machines will be regretted by all who have the sport at heart. We can sympathise with them all the more when we remember that if the American competitors carry off the cup this year it is very doubtful if it will ever be brought back to England. The expense of sending machines to America would be so great as to be beyond the financial capacity of any private aircraft firm, and it does not appear likely that the Air Ministry would be willing to finance our representatives in the manner the American Government has done.

As regards the chances of the British team, which has been reduced to two by the unfortunate mishap to the Sopwith-Hawker racer, much will depend upon the weather. The American machines are all three of the twin-float type, and if the sea is very smooth so as to enable them to carry out successfully the navigability and watertightness tests they will certainly prove formidable opponents in the matter of speed. The Curtiss-Navy Racer, with 400 h.p. Curtiss engine, two of which have been entered, is credited with a speed of 175 m.p.h., while the Navy-Wright, with 700 h.p. engine, is stated to have attained an average speed over a measured course of 177.5 m.p.h.

The three French representatives are one C.A.M.S., with 360 h.p. Hispano-Suiza, to be piloted by Hurel; one Blanchard, with 400 h.p. French-built Bristol "Jupiter," to be piloted by Teste; and one Latham twin-engined machine, with two 400 h.p. Lorraine-Dietrich engines, to be piloted by Duhamel. All three are of the flying boat type.

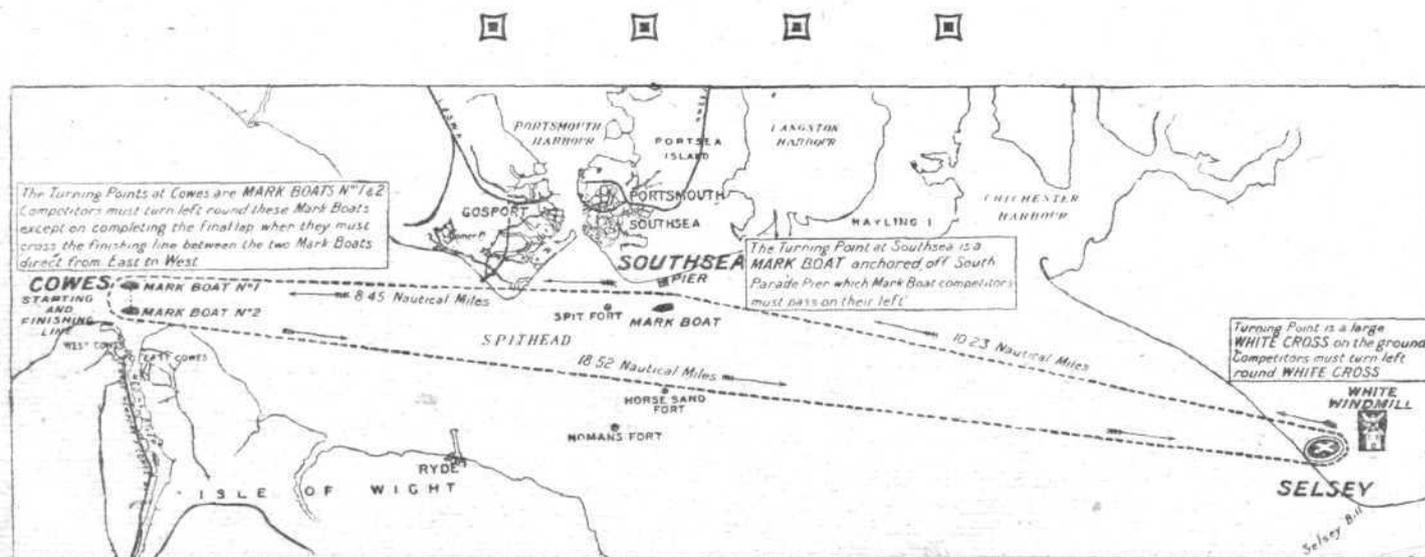
As the two British representatives, the Supermarine "Sea Lion," with Napier "Lion" engine, and the Blackburn "Pellet," also with Napier "Lion," are flying boats, this type of seaplane will predominate, and it will be interesting to see how this type compares for speed with the twin-float seaplane, as represented by the American C.R.-3's and N.W.-2. If the sea is at all rough it seems probable that the flying boats will be slightly better off than the seaplanes, but in pure speed the twin-float type might score. Thus it is regrettable that the Sopwith-Hawker machine was crashed, as it would have given us one representative

of the twin-float type to match against the American team.

There can be no doubt that the race will be a very keen one, and as the course has been so laid as to bring the competing machines quite close to Southsea pier, while the two mark boats are just off Cowes, there should be a good opportunity to witness the race from either Southsea or Cowes. Which of the two places is chosen is mainly a matter of convenience and personal preferences. Southsea is perhaps slightly easier to reach from London, and has the advantage of being at a point in the course where no sharp change of direction occurs. Consequently the machines will be travelling at maximum speed past Southsea pier. At Cowes, on the other hand, is the starting and finishing line, and visitors will be able to see the machines on the sea. Around the two mark boats off Cowes the competitors will have almost to double back on their tracks, turning through an angle of close upon 180°, so that, although they will not be going "all-out," they will be obliged to make some very steeply banked turns, and will thus afford the spectators an excellent opportunity of watching the "cornering" of the various pilots.

Under the Royal Aero Club Notices on p. 566 will be found detail information relating to hotel accommodation, R.Ae.C. Headquarters, etc., which we would recommend our readers to study carefully, as the information is of general interest to other than members of the Club.

The total length of the course is 37.2 sea miles, or 42.86 land miles. Assuming 155 m.p.h. as an average speed around the course one lap should be covered in 16½ minutes. Some competitors will probably take a little longer, and some will do it in less time. As the interval between the starts of the representatives of two countries has been fixed at 15 minutes, it seems likely that one batch may be despatched just as the previously-started team is rounding the mark boats at Cowes, and thus there may in time be quite a crowd of machines at any turning point. It will certainly not be easy for visitors to follow the race in detail, and probably a certain amount of confusion will be unavoidable. The course has to be covered five times, so that the race should be over in something like two hours.



THE SCHNEIDER INTERNATIONAL SEAPLANE RACE: Plan of the course. Competitors must cover the course in the direction indicated by the arrows, and must pass the turning points on their left at a height of not more than 500 ft. In the laps the two mark boats at Cowes must both be rounded, but at the finish machines must cross the line between the two boats.