

The two Parnall "Pixies" look unchanged since last year, but the "Pixie II" has been fitted with a Blackburne 1,000 c.c. engine, and the "Pixie III" with a geared Bristol "Cherub." In this connection it is of interest to mention that this is the only geared "Cherub" in the meeting. Both machines are ready, and no work is being done on them.

The Beardmore "Wee Bee I," winner of first prize in last year's competition, is another light 'plane ready for the fray. Of changes one can detect but few. The leading edge "door" giving access to the front cockpit is now made of aluminium sheet instead of three-ply, but of really important alterations there is no sign. The machine looks as "fit" as it did in its

ently, just a possibility that permission may be obtained to fly it across to Lympne, and in that case the alterations might be carried out "on the spot."

Shortly after mid-day there is a fresh arrival in the form of the de Havilland 53 "Oiseau-Mouche." In view of the not inconsiderable distances to be covered, this machine has been fitted with an auxiliary tank in the form of a 2-gallon petrol tin mounted on the floor of the pilot's cockpit and equipped with pressure gauge, hand pump, etc. The engine fitted is a Blackburne "Badger," mounted "upside down" in the fashion first introduced by Mr. W. S. Shackleton in the original A.N.E.C. monoplane.



LINING UP FOR THE LIGHT 'PLANE HOLIDAY HANDICAP: Above, the machines getting ready for the first heat. In the centre, the line-up for the second heat, and below, the line-up for the final.

first lap at Lympne last year. The Bristol "Cherub" fitted is the latest type, with dual plugs, etc.

Of the larger machines the Avro "Lynx" was the only one to have arrived by mid-day, but as there are no races for this class of machine until Monday, there is plenty of time for the rest to arrive during the afternoon. One gathers that it is doubtful whether the B.E.2E will take part after all, as the Air Ministry have, at the last moment, refused to grant it a certificate of airworthiness until certain modifications have been carried out, notably in connection with the bracing of the top plane extensions. As these modifications will necessarily take some time to effect, it is somewhat doubtful whether this old-timer will be a starter. This is a pity, as doubtless many would like to see it again. There is, appar-

During the early afternoon it is reported that the little Pander monoplane is down at Ostend, the weather being so bad that flying is impossible. Col. The Master of Sempill informs us that he has never yet flown the machine, and that he, therefore, is anxious that the machine should arrive in time for him to get a chance to test it before tomorrow's race. Mr. H. Pander himself arrives about half-past two, and takes a very keen interest in the British machines.

Round about tea-time the weather improves somewhat, and Sq.-Ldr. Haig has the "Pixie III" brought out. The machine appears to climb very well, and after flying around for some little time Haig makes a perfect loop very low down.

Uwins comes out next on the Bristol "Brownie" for a short test flight and the machine seems to handle extremely