

TWO ITALIAN COMPETITIONS

For Low-Power Two-Seater Aeroplanes and Seaplanes

Two Italian competitions of considerable interest will be held this year, both of very similar character, and for an equal amount of prizes, one being for seaplanes and the other for aeroplanes. The former will be known as the "Coppa del Mare," and the latter as the "Coppa d'Italia." In each case the first prize is one of 150,000 lire, and the second prize of 50,000 lire, while the winner of the first prize will also receive a cup valued at 30,000 lire. Both are International events, to be flown under the competition rules of the F.A.I., and it is hoped that British firms will be represented.

COPPA DEL MARE

This competition is for two-seater seaplanes with central hull and with single engine of 40 to 90 h.p., driving a tractor air-screw. The useful load carried (pilot and passenger) in the competition must be made up to 175 kgs. (385 lbs.) exclusive of petrol and oil. A qualification for participation in the competition is that the machines must have a stalling speed not exceeding 70 kms./p.h. (43.5 m.p.h.), and a top speed of not less than 100 kms./h. (62.2 m.p.h.). Machines must be fitted with all the usual instruments, and in the case of water-cooled engines a radiator thermometer must be fitted. Petrol and oil cocks must also be provided for the rapid emptying of tanks for measuring purposes. The competition will be over a course of not less than 250 kms. (155 miles), and during the first 50 kms. competitors must climb to an altitude of 1,000 m. (3,280 ft.), as shown by a registering barograph which will be carried by each machine.

Classification will be according to the following formula:—

$$V_m \times \frac{175}{Ct} \times \frac{V_{max.}}{V_{min.}} = x,$$

in which V_m equals the average speed (in kilometres), arrived at by dividing the total distance covered in the competition (in kilometres) by the total time taken. The figure 175 represents the useful load (in kilograms), and Ct is the weight of fuel and oil consumed during the competition. $V_{max.}$ and $V_{min.}$ are the high and low speed (in kilometres), as determined during the eliminating tests.

Special Regulations for 1925

For the 1925 Coppa del Mare the organisation will be in the hands of the Aero Club of Naples, and the circuit chosen is one of 28 kms. (17.4 miles), which will have to be covered nine times, giving a total distance to be covered without alighting of 252 kms. (156.6 miles). The circuit is Naples-Cape Posillipo-Torre del Greco-Naples.

The eliminating trials will be held on October 24-27, and the competition itself on October 28. In the high- and low-speed tests, which will be flown up and down a 3-km. course, the machines must fly at a constant altitude—*i.e.*, they must not climb or dive; and in the case of high-speed tests the height must not exceed 100 m. (328 ft.), and in the low-speed tests the altitude must not exceed 250 m. (825 ft.).

Entries should reach the Aero Club d'Italia, Via del Tritone, No. 183, Rome, not later than 12 o'clock on October 1. The entrance fee is 1,000 lire for each machine.

COPPA D'ITALIA

In general, the regulations for this competition are exactly similar to those of the seaplane contest, with the exception that it is for aeroplanes, and that the distance to be covered is rather greater.

The eliminating trials for the Coppa d'Italia will be held at the Montecelio aerodrome, Rome, on November 11-14, at which the 3-km. course for the speed tests will be laid down.

The final competition will be flown on November 15 over a circuit of 50 kms. (31.1 miles), the circuit being Centocelle-Ciampino-Montecelio-Centocelle. The circuit has to be covered six times, giving a total distance of 300 kms. (188 miles), and during the first lap competitors have to reach an altitude of 1,000 m. (3,280 ft.). The formula used is identical with that used in the Coppa del Mare.

Entries should reach the Aero Club d'Italia not later than 12 o'clock, October 31, and the entrance fee is 1,000 lire.

Personals

Married

Flying Officer R. STANLEY BARBOUR, 39th (B) Squadron (late Royal Irish Fus. and 113th Squadron R.F.C.), was married on July 15, at Barnwood Church, Gloucester, to OLIVE GRACE, only daughter of Mr. and Mrs. DAN CRUMP, of Gloucester.

Flight-Lieut. HUGH ROBERT JUNOR, R.A.F., was married at Byfleet Parish Church, on September 3, to ELSIE HENRIETTA TARRANT, younger daughter of Mr. and Mrs. W. G. Tarrant, of Lake House, Byfleet. Mr. John F. Mercer, R.A.F., was best man.

LESLIE WALTER THRES, D.F.C., elder son of Mr. and Mrs.

H. W. Thres, Ilford, Essex, was married on September 2, at St. Peter's Church, Gamston, Retford, to BARBARA MARY, younger daughter of Mr. and Mrs. ARNOLD GAMBLE, Gamston Manor, Retford.

Sqdn.-Ldr. R. S. OVERTON, M.R.C.S., R.A.F., of Sutton Lodge, Sutton, Surrey, was married on August 26, at the Savoy Chapel, to JUSTINE LEONTINE ("JEAN") BROMAN, of Oslo, Norway.

Sqdn.-Ldr. G. G. A. WILLIAMS, R.A.F., was married on September 2, at St. Andrew's Church, Rugby, to Miss KATHLEEN MARY ANSELL, daughter of Lieut.-Col. G. K. Ansell, 5th Dragoon Guards, and Mrs. Ansell.

Progress at the London Aeroplane Club

ON Tuesday of this week the machines of the London Aeroplane Club, which is the Light 'Plane Section of the Royal Aero Club, completed their first 100 hours' flying. The Club's headquarters are at the Stag Lane aerodrome of the de Havilland Aircraft Company, and the machines used are, of course, de Havilland "Moths," with A.D.C. "Cirrus" engines. Some idea of the keenness of the club members may be formed when we point out that up till now no less than 60 have received tuition, and that out of this number there are several who have had about 7 hours' flying, and who will, therefore, soon be going for their certificate. There is, of course, great competition to be the first pupil to obtain a "ticket" under the new club scheme.

As a result of the 100 hours' experience some interesting facts have come to life. That the D.H. "Moths" have been giving no trouble is not surprising, nor is the fact that the "Cirrus" engines have never even stuttered, but it is worthy of note that the total quantity of petrol purchased for the 100 hours' flying is 352 gallons, or 3.5 gallons per hour. This

figure includes everything, such as waste on the ground, petrol spilled in filling, and used for cleaning, etc., so that this can now be accepted as an average figure for the consumption of a "Cirrus." The oil bought has been 16 gallons, but as the sumps have been cleaned out several times, it is considered that about 4 gallons has been more or less wasted, so that a more accurate figure to take would be 12 gallons for 100 hours, or about a pint of oil per hour. Figures such as these are extraordinarily valuable in representing actual working conditions, and it is to be hoped that other clubs will follow suit and make their results known. In that way very useful information can be collected, to the general benefit of the light 'plane movement.

Alan Cobham's Next Big Flight

"ALAN J." is planning another big flight, starting probably early in November. This time it is to be an "Empire flight to Cape Town and back." He will fly a D.H. 50 machine, and there will be about 23 stops *en route*, which will lie by way of Lyons, Pisa, Brindisi, across the Mediterranean; thence over the All-Red-Route to Cape Town.