

THE GERMAN SEAPLANE COMPETITION

Many British Engines Used

LAST week we announced briefly that 13 machines had, up to the time of going to press, been entered for the German seaplane competition which is at present being held at Warnemünde on the Baltic. Since then the total number of machines entered has increased to 17, four machines having been entered late. A gratifying feature of the competition, which is being conducted with the object of producing air-worthy and seaworthy seaplanes suitable for mail and passenger carrying, is that quite a considerable number of British engines are being used by the German constructors, who thus pay a very high compliment to British aero engine firms. The types of British engines represented are Napier "Lion," Bristol "Jupiter," and Rolls-Royce "Eagle." Following is a list of the machines entered and their engines:—

No.	Entrant	Type	Engine
1	Luftfahrzeug-	L.F.G. V59	240 BMW. IV
2	Gesellschaft,	L.F.G. V60	240 BMW IV
3	Stralsund ..	L.F.G. V61	400 Bristol "Jupiter"
4	Caspar Works ..	C.29	300 Hispano-Suiza
5	Rohrbach- ..	Ro. VII	2-230 BMW. IV.
6	Metallflugzeubau	do.	do.
7	Junkers- ..	W.33	300 Junkers L.5
8	Flugzeug-Werke	W.34	425-530 "Jupiter" 9A b.
9	Ernst Heinkel ..	H.E.5	450 Napier "Lion"
10		H.E.5	420 Gnome and Rhone "Jupiter"
11	Flugzeugwerke ..	H.D.24	230 B.M.W. IV.
12		H.D.24	230 B.M.W. IV.
13	Ernst Gebrecht ..	W.3	3-110 Thulin Rotary
14	Dornier ..	Do. E.72	420 "Jupiter"
15	Metallbauten ..	Do. E72	420 "Jupiter"
16	Severa Co. ..	Junkers A.20	310 Junkers L.V.
17	Ernst Heinkel ..	Heinkel S.I.	360 Rolls-Royce "Eagle 9"

The German Seaplane Competition at Warnemünde, which is organised by the Deutscher Luftfahrt Verband E.V., is donated with the following handsome

Prizes

First Prize in the General Competition, 250,000 Mark. Reliability Prize, 65,000 Mark. Subsidiary Competition Prize, 50,000 Mark. Subsidiary Competition Prize of the German

Ministry for Posts, 10,000 Mark. To these main prizes must be added sundry minor consolation and special prizes, which bring the total of prizes offered up to the somewhat imposing figure of 394,000 Mark (about £19,330 at the present rate of exchange.)

The Competition

The German Seaplane Competition is being flown to a series of somewhat complicated formulæ, into the details of which we have not the space to go. It may be said, however, that the Competition is divided into three separate and distinct parts: A performance competition designed to determine the efficiency of competing machines, a series of coastal flights intended to determine the operational qualities and reliability of the machines, and finally a seaworthiness test.

The performance trials commenced on Monday, July 12, and will conclude on Friday 23. During the next four days flights along the coasts of the Baltic and the North Sea will be carried out, the course for the first day's flight being from Warnemünde to Norderney. On July 25 the machines fly back to Warnemünde from Norderney. On July 26 they go east to Memel and back to Pillau, and finally, on July 27, the return journey to Warnemünde is made. In these coastal flights a number of compulsory alightings have to be made at various towns, the total distance of the four days' flying being 4,260 kms. (2,662 miles).

The conclusion of the competition will be formed by a series of seaworthiness trials, in which the machines will be required to carry out starts, alightings and various taxiing manoeuvres in a seaway of amplitude four. In this section machines will either pass or not pass, there being no detailed classification.

The Machines

Space does not permit of a detailed description of all the machines taking part in the German Seaplane Competition, even were such of interest to British readers. In the following notes, however, we give very briefly such particulars as will serve, in conjunction with our illustrations, to enable readers to form a general idea of the various types represented.

No. 1, the L.F.G. V.59, is a low-wing monoplane (twin-float seaplane) with 230 h.p. B.M.W. type IV engine. This engine, by the way, is extensively used in the competition, and it may be recalled that the type is famous for its very

Two L.F.G. machines at Warnemünde: On the left the nose of V.61, with Bristol "Jupiter" engine. On the right, No. 2, the V.60 biplane, which has a 240 h.p. B.M.W. IV engine.

