CERTAIN changes have taken place in connection with the machines taking part in the German Seaplane Competition at Warnemünde. A late entry which reached Warnemünde at the eleventh hour is a new Udet, the U.13, with B.M.W. Type VI engine. This engine is the latest production of the Bavarian Motor Works, and is a 12-cylinder "Broad Arrow" of some 500 h.p. It was this type of engine which was fitted in the Dornier monoplane which established several world's records recently. It is regretted that at the moment no photographs of the Udet machine are available, but we gather that it is a biplane fitted with slotted wings. Owing to the late arrival at Warnemünde of the machine, it is having Officer Oswin Kempson Stirling Webb, one of the Severa Co., had a slight mishap in the speed tests, so that the machine should soon be in flying trim. The Severa Co. entered a three-engined machine, but it was not finished in time, and so is automatically eliminated.

On the evening of July 16, No. 16, the Junkers A.20, entered by the Seeskibsværft, had a slight mishap in the speed tests. Owing to the breakage of the crankshaft casing, the machine had to make a forced landing on the sea. When the machine did not return within a reasonable time to Warnemünde, it was assumed that the machine had been lost at sea. But soon afterwards, the machine was washed overboard by a wave. His passenger was picked up by a lifeboat from the island of Fehmarn, and the machine was washed back to Warnemünde. It is regretted that at the moment no photographs of the Udet machine are available, but we gather that it is a biplane fitted with slotted wings. Owing to the late arrival at Warnemünde of the machine, it is having the engine ready for tests, and at the moment no official information is to hand concerning the results of its performance tests.

Of other changes, it may be mentioned that the two Dornier machines (Nos. 14 and 15 in the competition) have been scratched, no reason for this being given. They are reported to have arrived at Warnemünde and to have been placed at the disposal of the organisers of the competition, but will not take part in the competition. As regards the Deperdussin, the Gerbercht engineers were in London on July 16, and had to be covered twice in the petrol consumption trials. It may be of interest to mention that the high-speed course, which was also used in the fuel-consumption tests, was a rectangular one formed by Warnemünde—Ahrensboop—Gülden Pries—Warnemünde. This course has a length of 280 kms. (145 miles), and had to be covered twice in the petrol consumption trials.

In the coastal flight reliability trial the Heinkel H.E. 5 fitted with Napier "Jupiter" engine. The machine with the highest measured speed is the Heinkel H.E. 5 fitted with Napier "Jupiter" engine. The machine with the greatest range is the Heinkel H.E. 5 fitted with Napier "Jupiter" engine, the next best climb being that of No. 7, the Junkers W.33, which has a Junkers L.5 engine. The best climb recorded (this climb was measured from 3,900 m. to 6,000 ft.) was that of the Heinkel-Napier "Jupiter" engine, the next longest range being that of No. 3, the L.F.G. V.51, with Bristol "Jupiter." It may be recollected that in our notes on the Seaplane Competition published in last week's issue, reference was made to the fact that empty weight was used as a basis for judging the quality of the construction of the machines, and in the table published herewith figures are given for ratio of useful load to empty weight. The highest value of this ratio is that of No. 3, the L.F.G. V.51, with Bristol "Jupiter," closely followed by the Heinkel H.E. 5 with Gnome and Rhone "Jupiter." Just as we are about to go to press with this week's issue of Flight a few further particulars came to hand. In the performance tests, which were passed by 10 out of the 18 machines entered, the following "figures of merit" were obtained: (the first figure is the number of the machine in the competition): 8: 0.657; 10: 0.629; 16: 0.622; 7: 0.587; 9: 0.584; 3: 0.488; 12: 0.444; 17: 0.392; 2: 0.378; 11: 0.398. Note that the machine leading in this section is the Junkers W.34 with Bristol "Jupiter" engine. A fatal accident has marred the competition. During the coastal flight the pilot of No. 2, the L.F.G. V.60 biplane with B.M.W. IV engine, Herr Haase, was drowned. It appeared that he had to alight on the sea for some adjustment, and was washed overboard by a wave. His passenger was picked up by a lifeboat from the island of Fehmarn, and the machine was salvaged.

In the coastal flight reliability trial the Heinkel H.E. 5 monoplane with Napier "Jupiter" engine was awarded a gold cup for the fastest time from Warnemünde to Hamburg.