



"FLIGHT" Photograph

AT THE SALES : Competitors waiting at the petrol "shop" to be served. On the right, in front of the Farnborough Hawker "Cygnet" may be seen Air Vice-Marshall Sir Sefton Brancker with Capt. Goodman Crouch.

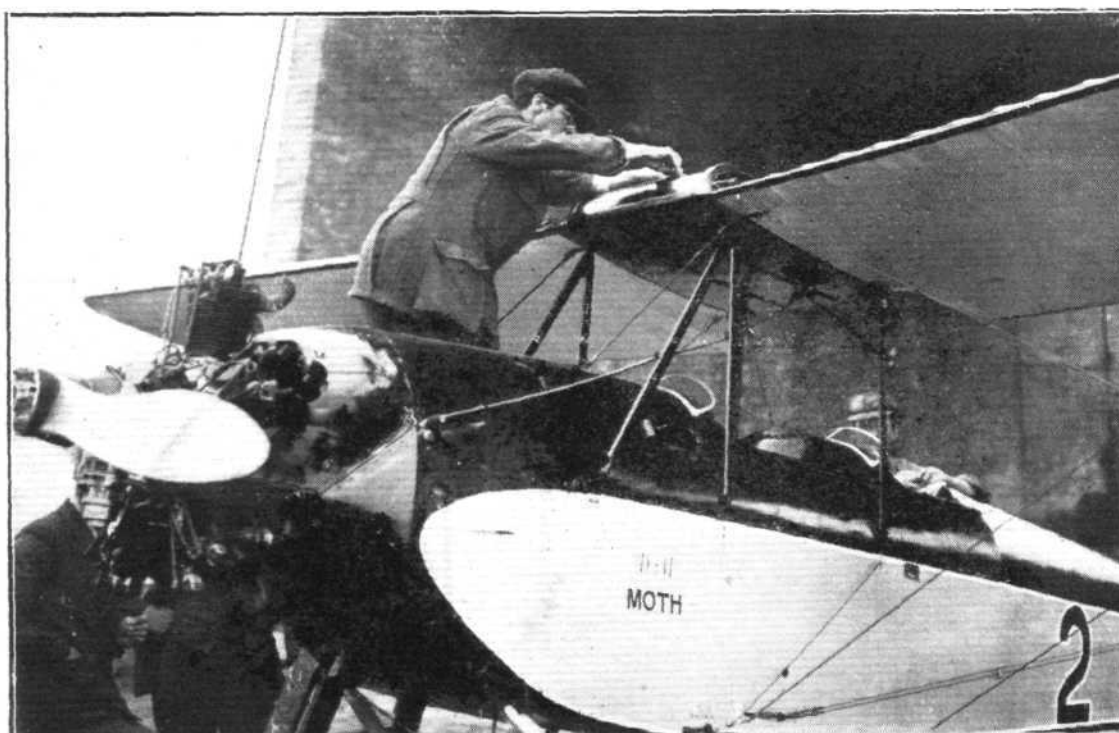
and in the end the A.I.D. granted the machine a certificate for a total loaded weight of 50 lbs. more.

The final figures for the competing machines at the close of the day were as shown in the accompanying table :

Machine No.	Type.	Weight empty, and oil.		Useful load.	Total weight.
		lbs.	lbs.		
1	Blackburn "Bluebird" ..	721	107	472	1,300
2	D.H. "Moth" ..	735	115	700	1,550
3	Bristol "Brownie" ..	623	47	340	1,010
4	Hawker (Farnborough) "Cygnet" ..	431	57	362	850
6	Hawker "Cygnet" ..	421	49	430	900
7	Supermarine "Sparrow II" ..	605	55	340	1,000
9	Avro "Avian" ..	695	77	828	1,600
10	Avro "Avis" ..	606	104	340	1,050
12	Cranwell C.L.A. 4 ..	529	61	340	930
14	Parnall "Pixie III" ..	522	63	340	925
15	Short "Satellite" ..	697	63	340	1,100
16	Westland "Woodpigeon" ..	570	75	340	985

In this connection it is of interest to examine the "structural efficiency" of the various machines by calculating the ratio of useful load carried to weight of machine empty, bearing in mind that each machine is carrying enough fuel and petrol for the longest circuit to be covered non-stop in the competition, *i.e.*, 122 miles over the Lympne-Eastbourne-Lympne-Hastings-Lympne circuit. Thus, with a range of 122 miles this ratio is as follows for the various machines, arranged in the order of "structural efficiency" :

Machine.	Per cent.
Avro "Avian" ..	119.0
Hawker "Cygnet" ..	102.0
Hawker (Farnborough) "Cygnet" ..	84.0
Blackburn "Bluebird" ..	65.4
Parnall "Pixie" ..	65.2
Cranwell C.L.A. 4 ..	64.3
Westland "Woodpigeon" ..	59.7
Supermarine "Sparrow II" ..	56.25
Avro "Avis" ..	56.2
Bristol "Brownie" ..	54.6
Short "Satellite" ..	48.8



Making Quite Sure: Professor Low sealing the tank of the de Havilland "Moth."

["FLIGHT" Photograph