THE ZURICH INTERNATIONAL FLYING MEETING

By SOPHIE C. ELIOTT-LYNN

[THE International Aviation Meeting, held at Zurich from August 12 to August 21, had brought together a very large number of aeroplanes from nearly all the European countries, and one cannot but regret that Great Britain was not represented in events other than the light 'plane competition, in which the Avro "Avian," piloted by Mrs. Eliott-Lynn, was rather ruled out owing to its petrol consumption, the regulations having, apparently, been framed with much lower-powered machines in view. For all that, the "Avian" impressed the visitors to the Dübendorf Aerodrome, and so much so that Mrs. Eliott-Lynn sold her machine, G-EBRS, to the directors of "Balair" (The Basle Air Transport Co.), who formed a club and commenced flying operations at once.

We have been fortunate in persuading Mrs. Eliott-Lynn to write her impressions of the Zurich Meeting for FLIGHT, and the following notes by her will, we think, be found quite unusually interesting, treating as they do the meeting, not from the point of view of a journalist, but from that of a competitor, a view which is too rarely given the prominence it deserves. Mrs. Eliott-Lynn has very sportingly refused to accept any payment for her article, and we feel that our readers should know this fact, in order that they may appreciate fully the extent to which they, no less than ourselves, are indebted to the famous lady owner-pilot.—ED.]

The Zurich Meeting: General view of the Dubendorf Aerodrome on "Children's Day."

The Zurich International Flying Meeting, August 17, 1927

The Zurich International Flying Meeting has been organised on a more ambitious scale than probably any other individual meeting. Over a thousand machines have come from all corners of Europe to compete in the numerous events on the programme.

The greatest interest centres round the "Aerobatics" Competition, the circular mountain races for light and heavy machines coming a good second. It is surprising that, with the machines and the pilots we have in England, these competitions should have been almost entirely neglected by Great Britain, the only competing machine being an Avro "Avian," in the light 'plane class. The four favourites in the Aerobatic Class are, with their mounts, Udet, with his Udet Flamingo, a semi-light aeroplane with a weight of about 600 kilos., and a 110 h.p. Siemens radial engine. This machine is extensively used by private owners in Germany, and costs about £1,300. (Fraulein Thea Rasche recently took one to America with her.) Doret, Dewoitine, 300 h.p. engine. Fronval, Morane-Saulnier, 130 h.p. Clerget. This machine is especially strongly braced, and looks extraordinarily like a bird cage from a side view. Fronval specialises in non-stop rolling and stunting, having on a similar machine, some years ago, looped 962 times in succession. His colour-scheme is particularly noteworthy. The machine is a deep sky-blue, with the under surface of wings and fuselage centred in silver, the upper portion of both wings and fuselage being centred with vivid orange. This gives an extraordinarily vivid splash of colour in the sky in any weather. Fiesler, "Schwalbe," Siemens 110 h.p. engine, constructed specially for him by Raab-Katzenstein, of Kassel. I saw this machine before its completion at Kassel recently, and was very much impressed by the unusually stout workmanship in it. There is no dihedral, and it appears as controllable on its back as rightway up. On Wednesday morning, August 17, Fiesler put up a new officially observed world's record by flying upside down for 10 mins. 56⅘ secs. He flew mostly in wide turns, gaining height all the time. On turning back to normal position, he lost sight for a time, and almost lost consciousness. He landed with great difficulty, and in a semi-fainting condition. He was, however, up again later in the afternoon, doing half rolls, loops and Immelmans off his back.

One of his most effective stunts, I am told, is a double loop or 8, beginning with the inverted loop, into which he goes very much as do our Service "Moth" people in the "Double Bunt," but out of a very much steeper stall. He pulls the nose up till the machine is on the verge of a tail-slide before dropping down and under.

On Sunday the 14th, the first actual competitions took place, being of a national character, and confined to Swiss Service pilots. The National Championship in aerobatics was won by Oblt. Herzig on a Hanriot, whose performance was of a very finished character.

An interesting inter-squadron relay race followed, in which the first man off had to make a circuit and drop a message, which was picked up by the next pilot, who had to run to his machine. The last pilot had to land and run with the message to the judge. It was won by "Adieu Mimi" team. Teams consisted of machines of one type, all fast and all slow machines being segregated.

The most interesting competition of the day, however, was the obstacle landing race. Owing to the great number