



**THE ZURICH MEETING :** This group includes Major Nabholz de Grabon, President of the meeting, the Comte de la Vaulx, President of the F.A.I., and Col. Nessner, President of the Swiss Aero Club.

gliding. The highest flat ridges were wrapped in cloud, but otherwise the whole course was remarkably clear.

Thun lies 89 km. South of Basle, and the Alps rise sheer above it on two sides in cliffs of some thousands of feet, surmounted by great white glistening peaks—naturally it is somewhat bumpy there, but extraordinarily beautiful. It would be an ideal holiday resort for an aviator, as the aerodrome lies in a curve of the town and one's climbing—one's winter sports—or one's boating in the summer, are actually less than a stone's throw away.

Another little example of detail organisation was shown here. One portion of the aerodrome is extremely ridgy, and unsafe for light aircraft landing. During the whole time of the competition about thirty mounted soldiers were kept constantly riding up and down and all over this bad portion to prevent machines from trying to use it!

The distance from Basle to Thun took 42-43 mins., as against 40 mins. by the guardian machine which came along later.

The last lap of the course was considerably the worst. It consisted of 105 km., the first 40 of which lay over serried

ridges of hills like knife edges. One had to climb very rapidly to clear the first of this series. A forced landing here would have been difficult, as the valleys were as knife edged, cut by vicious quick-running streams, as the ridges. The usual Swiss aviator over this course follows a large winding valley, which has a broad base, and is full of pleasant grazing fields, always full of mountain goats and sheep, and, as one official remarked here—"the sheep know good landing fields."

The "Cirrus" was feeling a little tired of such a long trip without attention by this time, at three-quarter throttle, but it never faltered, and completed the leg in 46 mins.

The prices given by the two other competing firms are interesting to note. The Caudron "Avionette" 70,000 French Francs. The Daimler Klemm, 8,500 marks.

The winner certainly deserved his win. After seeing our speed and performances—and after studying the low petrol consumption of the Klemm he nearly gave up in despair, but pluckily carried on.

Early in the competition M. Finat had come to us and offered us the loan of his mechanics if we required any assistance. M. Fronval had done the same. Had we not had Mr. Boyes the hardworking, and Mr. Parsons of Imperial Airways, both of whom turned out at 4.30 a.m. on Wednesday, and worked like Trojans, the machine would certainly not have been classed as highly as she was.

Final results of prizewinners:—

	Time.		Fuel.
	Hrs.	Mins.	
Finat .. .. .	3	36.59	29.815
Lusser .. .. .	5	45.27	24.93
Lynn .. .. .	2	52.36	49.13
	PV/E.		C.
Finat .. .. .	750	1.695	1270
Lusser .. .. .	479	1.898	900
Lynn .. .. .	434	1.924	835

Wednesday afternoon was a very excellent innovation in flying—children's day—and there were upwards of 18,000 children on the aerodrome. The price of admission had been reduced to 6d., and for that every child got a free toy balloon to enter in the balloon race. The day was partly amusing, partly instructional. The amusing side for the children were these balloon races, balloon bursting competitions by Swiss machines, daylight fireworks, and a wonderful kind of "Archie" that released kites and figures attached to parachutes—horses and birds and "Mother Gamps"—which floated gently down. They also had balloon-jumping races. Two racers jumped too high and nearly got lost among the clouds, much to the children's delight!

On the instructive side the children were given short talks from very efficient loud speakers explaining the parts of aeroplanes—and why they fly—and, almost most interesting of all, a descriptive talk of how an aeroplane does things—

Switzerland's Only Private Owner: This photograph shows the home of Major Nabholz de Grabon, who took his ticket six years ago, although he was then 52 years of age. He first had a Fokker, and now owns and flies a Morane monoplane with Salmson engine.

