

GUGGENHEIM AIRCRAFT COMPETITION

HARRY F. GUGGENHEIM, President of The Daniel Guggenheim Fund for the Promotion of Aeronautics, announces the acceptance of six new American entries in the International Safe Aircraft Competition. At the same time two British entries, Vickers, Ltd., and the De Havilland Aircraft Co., Ltd., have been forced to withdraw on account of the extreme pressure of work in connection with British Government requirements. The total number of entries in the competition is now 16. The new entries, all of whom are American manufacturers, are as follows:—

The Cosmic Aircraft Corporation, Bridgeport, Connecticut, submitting a sesqui-type cabin 'plane, incorporating a special type of slot and flap in combination; Warner engine.

Cunningham-Hall Aircraft Corporation, Rochester, New York, submitting a two-place, low-wing, semi-cantilever monoplane; high lift wing with special flaps and special control; Genet engine. This company was organised late in 1928, bringing into the industry a 90-year-old company, James Cunningham, Son & Co. It plans to produce six-place cabin, all-metal and four-place cabin 'planes.

Dare Airplane Co., Detroit, Michigan, submitting an all-metal, two-place, low-wing monoplane; Dare variable camber wings capable of varying the camber in flight; Warner engine.

Fleet Aircraft Inc., of Buffalo, New York, submitting Fleet Model 2 biplane, specially streamlined and with a newly-

designed flap gear on the wing; Kinner engine. This company is a subsidiary of the parent organisation, The Consolidated Aircraft Corporation of Buffalo, best known for its training planes, widely used by the military and commercial service.

Pitcairn-Cierva Autogiro Co. of America, Bryn Athyn, Pennsylvania, an American-built autogiro with such modifications as the Pitcairn Company may find desirable to install to improve the qualities of the 'plane; Wright J-6 engine. This company is a subsidiary of Pitcairn Aircraft, Inc., which manufactures five types of 'planes widely used in air mail services.

Rocheville Aircraft Corporation, Los Angeles, California, submitting an externally-braced, parasol-type monoplane, with variable camber and variable thickness wing; Hallett engine.

Of the 16 entries in the competition to date, 12 are from the United States, 3 from Great Britain, and 1 from Italy. The manufacturers remaining in the competition previous to this announcement are as follows:—

From the United States: Curtiss Aeroplane and Motor Company, Schroeder-Wentworth Associates, Charles Ward Hall, Inc., Heraclio Alfaro, J. S. McDonnell, Jr. and Associates, and the Brunner-Winkle Aircraft Corporation.

From Great Britain: Handley-Page, The Gloster Aircraft Co., Ltd., and Cierva Autogiro.

From Italy: The Societa Italiana Ernesto Breda of Milan.



International Air Rally

An International Air Rally is being organised by the Suffolk and Eastern Counties Aeroplane Club at Hadleigh Aerodrome, Suffolk, in conjunction with a two-days' air display to be held on August 31 and September 1. The rally is open to any type of aircraft of any nationality. Zero hour will be noon on August 31. The winner will be the pilot who, having crossed the finishing line, viz., a white line on the aerodrome, from south to north, obtains the highest number of marks on the following formula:—

$$\frac{D \times \frac{D}{50}}{M}$$

Where D=Distance in miles from stated point of departure, and M= Minutes+ or - Zero.

Any competitor who is observed to be deliberately wasting time in the air will be disqualified. The first prize will be £25, second £10, third £5. During the two days of the display there will be a bomb-dropping and a landing competition open to all pilots who have competed in the Rally. In each event the prizes will be: first £3, second £2.

During the Display pilots and passengers will be the guests of the club. Intending competitors are requested to write for entry forms to The Display Secretary, The Aerodrome, Hadleigh, Suffolk. Entries close on August 27.

Clacton Air Display

The Brooklands School of Flying, of Brooklands, Surrey, are holding a special display of flying at Alton Park Road Flying Ground, Clacton-on-Sea, on Wednesday, August 28. The meeting will be opened by Mr. J. E. Ball, J.P., Chairman of the Clacton Council, at 11 a.m., and besides the usual joy rides from 5s. with Capt. E. A. Jones, which are now available daily at Clacton, a varied programme is being arranged consisting of displays of aerobatics by well-known pilots, bombing cars, and, it is hoped, a parachute descent.

Bristol Aerial Garden Party

The Bristol and Wessex Aeroplane Club, Ltd., will hold an Aerial Garden Party on Sunday, September 22, as a farewell display before moving to the new Bristol Aerodrome.

It is hoped to arrange for visits by a number of interesting new machines, and a competition will also be incorporated in the programme. Details will be notified later.

A Devon Air Rally

An Aerial Rally and Demonstration of light planes are planned by the Agra Engineering Co., Ltd., for September 21, at Haldon, Teignmouth.

A "Genet" Record

CABLES from America announce that an Armstrong Siddeley Genet engine Beazley machine broke the world's altitude record for aircraft weighing less than 880 lbs., by climbing 25,000 ft. The previous record was 22,250 ft., made in Germany and 19,862 ft. made in England.

Liverpool versus Manchester

On August 10, Liverpool and Manchester engaged in an air race from Manchester to Hooton, the headquarters of the Liverpool Aero Club on the Cheshire side of the Mersey, and back. The event was the outcome of a challenge by Manchester, and three aeroplanes from each club took part under excellent conditions. The round journey was 70 miles, and the Liverpool team won, thus securing the trophy presented by Sir William Cunliffe.

The competitors were as follows:—A. Moulds, Liverpool, Miss W. Brown, Manchester, J. Allen, Liverpool, E. Cohen, Manchester, J. C. Cantrell, Manchester, and T. H. Naylor, Liverpool (scratch).

Each pilot carried a passenger. Manchester with a more experienced team of pilots started as favourites, but Liverpool took the lead on the first lap, when Mr. Allen crossed the line a minute in front of Mr. Moulds, who flashed past Miss Brown a minute later. Mr. Naylor and Mr. Cantrell made a fight of it, and again the Liverpool competitor won. Mr. Cohen, the last to finish, was three minutes behind the machine in front of him. There was an hour's rest at Hooton, and then the machines started back to Manchester, the race being won by Mr. Naylor (Gipsy-Moth), whose speed was 98.53 miles an hour. Mr. Cantrell, on a Gipsy-Avian was second, less than a length of the aerodrome at Wythenshaw behind Mr. Naylor, and Mr. Allen, who was third, was only a few yards behind Mr. Cantrell. Mr. Moulds was fourth, Miss Brown fifth, and Mr. Cohen last.

Sir James Reynolds gave a prize for the team which had the best collective flying record during the race, and this also went to Liverpool.

During the afternoon there were flying exhibitions at both aerodromes by members of the Lancashire Aero Club and R.A.F. pilots.

Newcastle Air Pageant

ONE of the most important air pageants of the year will be held on October 5, at Cramlington aerodrome, Newcastle. It will be arranged by the Newcastle Aero Club, and will have the support of the Royal Air Force. According to present arrangements, there will be three National events; a competition for the Grosvenor Cup, another for the Air League Trophy, and yet another for a trophy presented by the British Aircraft Manufacturers. Other light aeroplane clubs will support the pageant.

A.A. Plans for Ulster

IN connection with the T.T. Race in Ulster on August 17, the Automobile Association announce that special arrangements have been made for the convenience of their members who wish to fly to Belfast. Full information about the aerodromes, refuelling points, etc., can be obtained on application to the Aviation Department, The Automobile Association, Fanum House, New Coventry Street, London, W.1.