

# INTERNATIONAL TOURING COMPETITION

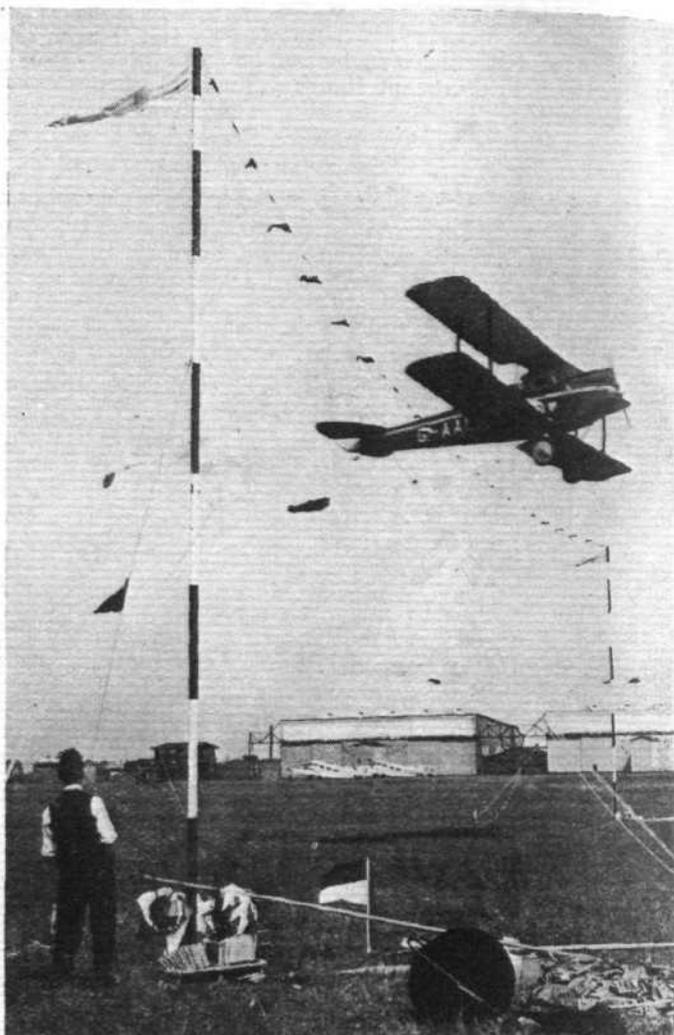
## Beginning of Technical Tests

By EDWIN P. A. HEINZE

ON August 1, the weather having, after weeks of rain and storm, suddenly bethought itself of its summerly duties, the sun bathing the Staaken aerodrome of Berlin in a flood of light as if to make amends, the technical tests began of the light 'planes returned from the nerve-racking tour through Europe's riotous firmament. The first part of the tests took two days, as the late arrivals from the tour had to be considered. But there appears to be plenty of time to get through with the tests before, or rather till, the end of August 7, when they are booked to be finished.

These technical tests have the object of ascertaining which of the 'planes that have proved their touring qualities are also the most suitable for a private owner in respect of comfort, safety and economy. The rating in these tests takes place on a point system handled in such a manner that a certain number of maximum points may be gained for a number of predetermined features and performances.

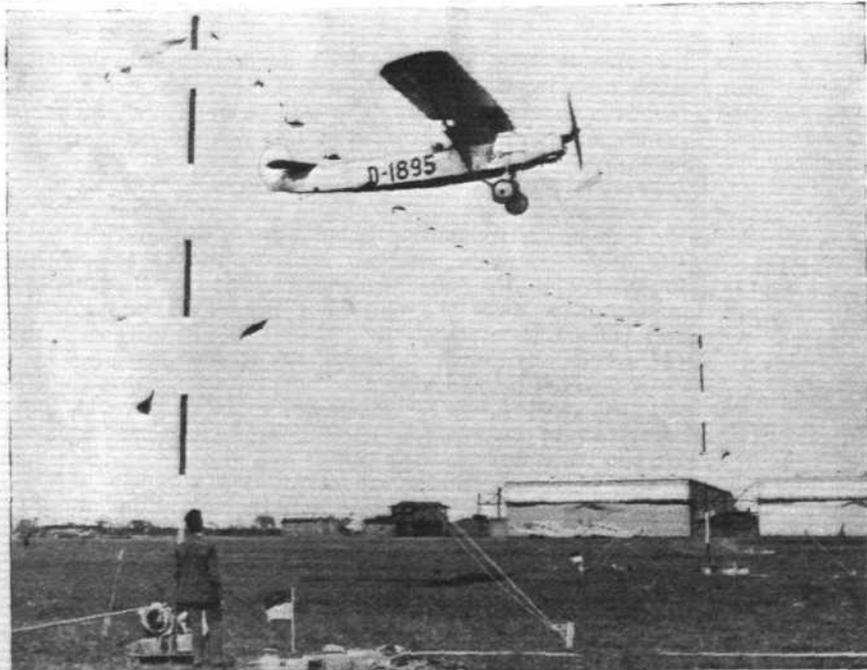
During the air tour the average speed and reliability have been tested, the maximum number of point awards obtainable being 270, namely, 195 points for average speed and 75 points for reliability. In this part of the trial the British machines were eminently successful. Both Capt. Broad and A. S. Butler were able to obtain maximum awards, they being the only ones to procure this number of points. Unfortunately, Butler's protest against his disqualification for having fitted a propeller to his machine at one stop, that he had not carried with him all the time, was not admitted, so he is out of the contest in spite of his otherwise splendid performance. Propeller defects, by the way, were rather common during this moist air tour. The propeller of one competitor became so soaked with water that it positively dissembled itself and several others broke. Butler's disqualification has aroused considerable criticism in German aviation circles, as it is felt the regulation in this point is too strict. Especially the speed rating, which has severely handicapped the fast British machines in favour of slower competitors, has aroused much discussion, too. It appears difficult to arrive at a fair system of rating as long as 'planes of such widely varied engine power are all to be brought down to a common denominator. The present regulations give a distinct pre-



"OVER THE TAPE": Miss Spooner, in her Gipsy-Moth, clears the obstacle in the Technical Tests.

ference to the lightest and lowest-powered machines, and the important factor of speed, which in an aeroplane should be of prime importance, since saving of travelling time is the main inducement to the employment of an aeroplane, is artificially kept out of the reckoning. Perhaps some good can be done in a future event by adopting a different means of classification than the weight; for instance, piston displacement, provided it is possible to stop racing engines of short durability being employed.

However, this cannot be our concern now. On August 1 and 2, the machines were tested for the ease with which they can be dismantled and re-erected for flight. The 'planes were rolled out on the field, and in the presence of stewards two persons of the crew had to dismantle the wings, fold them back or hang them up on the sides of the fuselage. The time required was registered by two officials and entered on a time sheet. Then the crews, if desired with the assistance of others, had to push the machines through a gateway 3½ metres (11½ ft.) broad and high. The time required for this was, of course, not rated. But the time for dismantling and re-erecting together was limited to 20 minutes. After passing through the gateway, each machine had to be pulled a short distance by a motor-car placed at the disposal of competitors by the German Aero Club. Next, on a given sign, the same two persons that dismantled the machine had to refit it. For these operations a maximum of 30 points could be awarded, which, however, no one really would be in a position to win as there appears to be a small flaw in the point system. The points are awarded as follows: Dismounting of wings 6 points,



An Albatros L.101 landing over the tape.