



Poss, on a Klemm-Argus, clearing the obstacle.

folding back of wings 9 points, time required for carrying through the dismounting or folding back 9 points, and an all-metal 'plane, the skin of which also consists of metal, receives an additional 6 points, provided it is fitted with some sort of device enabling it to be moored on the ground, and which is carried with the machine during flight, being included in the weight. Now a machine either has dismountable wings or folding wings, and is hence only able to attain a maximum of either 24 or 21 points. But, of course, in the end effect this is immaterial. During these first two days only the ability to dismount and refit the wings and the fitting of a starter and ready starting of engines were rated.

The Moths of Lady Bailey, Miss Spooner, whose partner since touching London is Mrs. Butler, and Capt. Broad, as also H. J. Andrews' Arrow, were each able to obtain 18 points, as did also the Archduke of Hapsburg-Bourbon with his Moth for the dismounting or rather folding back of the wings and the time required for carrying through this operation. Of German machines the BFW's of Morzik, Baron von Freyberg, von Köppen, von Waldau and Krüger likewise obtained 18 points. The Klemms, the wings of which can only be dismounted so

Andrews each obtained 4 points, Carberry was awarded 5, and S. A. Thorn 2 points. None of the competitors so far have managed to obtain 12 points. Nearest to this figure



THE COFFEE MILL : Starting the Argus engine of a Klemm.



ENGINE-STARTING: Swinging the propeller of the Archduke Hapsburg-Bourbon's Gipsy-Moth.

that they have to be lifted by two men and hooked up on the fuselage, were at a disadvantage, whilst the machines with fixed wings, such as the American Mono Special of J. E. Carberry, the Avro Avian of S. A. Thorn and some of the Polish machines constructed by engineering students gained no points at all.

In the engine starter and starting tests the German 'planes were able to make up a considerable number of points as against the British competitors. So much so that Morzik (BFW-Argus), Poss (Klemm-Argus) and Notz (Klemm-Argus) were able to advance to 2nd, 3rd and 4th place as the total rating now stands, because their engines are all equipped with a starter, for the provision of which 6 points were awarded. The same number of points were also granted for ease, or rather rapidity, of starting an engine. As none of the British machines are provided with starters, they each lost 6 points as against the German machines. Lady Bailey's and Miss Spooner's engines were the only ones to behave well and start up immediately, so the ladies received the full number of points for this item. Capt. Broad and

came the German Osterkamp on a Salmson-powered Klemm, which started surprisingly easily and attained 11 points. Next came the Pole Wieckowski on an RWD 'plane, which also had a Salmson engine, and he obtained 10 points. Krüger, with an Argus-powered BFW, received 9 points, and 8 points were awarded to the other Argus-powered BFW's of Notz, von Waldau, von Massenbach, the Klemm-Argus of Lusser and the 'plane of the Pole, Plonczynski, which had a Salmson motor. The Argus engines would doubtless have come off better, if the starting crank could have been applied inside the fuselage as is the case with the Salmson motors instead of a member of the crew having to get out and crank up the engine from the left side.

The motors were required to work for three minutes, when they had to be cut out again. After a while then the machines had to make ready for