

was second on his Spartan (Cirrus-Hermes II) with 109.1 m.p.h., and Lieut. G. Rodd, on Miss Peggy Salaman's Puss Moth (Gipsy III) was third with 127.5 m.p.h. Lieut. Rodd also won Lord Wakefield's prize for fastest time over the course.

The winners of the Siddeley Trophy, which was flown concurrently with the King's Cup, were as follow:—1st, A. C. M. Jackaman, London Aeroplane Club; 2nd, J. C. Webster, Montreal Light Aeroplane Club; 3rd, Lieut. Caspar John, R.N., Hampshire Aeroplane Club.

In conclusion, it should be mentioned that 1st, 2nd and 3rd machines in the King's Cup, the 1st in the Siddeley

Trophy, and also the machine with the fastest time, were all fitted with Smiths' instruments and Huson compasses. For the tenth year in succession, K.L.G Plugs topped the list and took a load off the mind of many of the competitors. Other contributions to success were Dominion "Acme" spirit, "Castrol," "Cellon" (four out of the first six to finish, including 1st and 2nd, used this dope), and "B.T.H." magnetos. The very fine performance, under such vile climatic conditions, of the Cirrus-Hermes engines was also worthy of special note. National Benzole was used by Lieut. Gibbons in the Cirrus-Spartan which brought him in second.

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## A JAPANESE LIGHT AIRCRAFT

THE Ishikawajima Aircraft Company have produced a two-seater single bay light aircraft somewhat reminiscent of the Moth and Avian called the R.3. This will be fitted with either the Cirrus III or Hermes II engines, for both of which the same Company hold the manufacturing rights.

The chief designer, who is Mr. Yoshihara, claims that particular attention has been paid to high factors of safety, performance, exceptional flying qualities and low maintenance costs.

The machine is said to possess remarkable manoeuvrability, while the controls are so effective that any type of aerobatic evolution can be managed with ease. The take-off has received particular attention, since in Japan, landing fields, when existent at all, are of a very limited size.

During the next Spring the Tokio Student Union have arranged to send someone on a production model R.3 to Europe via Siberia. The proposed route being from Tokio via Siberia to Poland, Berlin, Brussels, London, Berlin and finishing in Rome.

**Constructional Details.**—The fuselage is built up of welded steel tubing and is wire braced, particular care having been taken that both pilot and passenger have ample cockpit space together with exceptional leg room. The engine mounting is attached to the fuselage by four bolts only, and is built up from Duralumin channels reinforced by a curved Duralumin plate underneath the engine, which also serves as cowling. The wings are all wood construction, with a three-ply leading edge, and are fabric-covered. The spars are all boxed spruce and three-ply. The ply leading edge is somewhat different to that usually



The clean lines of the Ishikawajima R3 make it look attractive and presage a good performance.

used in this country, since it is also extended back underneath the wing to the bottom of the rear spar with fabric over it.

A patent held by the Ishikawajima Aircraft Co. also arranges that the aileron hinge points are fitted in such a manner which, it is claimed, compensates for yaw and reduces rudder movement necessary in turning. The ailerons themselves are very light and are constructed of duralumin channel. The interplane struts are streamline steel tubing.

All tail surfaces are similarly constructed of Duralumin channel, and, though very light, are extremely rigid and well braced by tubular steel struts of streamline cross section. The landing gear uses oil and rubber discs in compression for shock absorption, and is of the open type without a cross axle. The tail skid is steerable and sprung with rubber discs in compression. The fuel supply is direct by gravity from two 14-gall. tanks of aluminium in the upper centre section.

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### The "A.A." and Aviation

The Automobile Association held their twenty-sixth annual meeting on July 15. The chairman, Mr. C. McWhirter, said that more than 27,000,000 miles were covered during the past year by patrols of the A.A., and that there was an increase of membership from 419,000 to 437,000. As regards aviation, the services rendered by the Aviation Department, particularly in connection with foreign air tours, had increased. Over a million miles had been covered by flying members. The Carnet de Passage en Douanes was now usually double the size of that issued during the previous year, showing that the tendency was towards longer routes; the period of validity was extended from six to twelve months. A.A. air route maps issued for foreign tours exceeded 400,000 miles. The A.A. Air Message Service (approved by the Air Ministry) was proving a material help in emergencies. The Association was recognised by the Air Ministry as competent to inspect and report upon sites for Civil Aerodromes. Special provisions were made for the benefit of members flying to the Ulster T.T. Motor Races. The services of the department had been freely used by famous aviators undertaking long flights to all parts of the world.

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### "Riviera News"

We have just received from its editor—our old friend Douglas Thorburn, who will be remembered by all associated with pre-war flying days in England—the first issue of a new illustrated journal in English called *Riviera News*, published in Cannes. The reason for its appearance is explained in an editorial introduction, thus: ". . . The Riviera is extremely accessible from all parts of Europe. Luxurious express trains, complete with motor transport for the patronage of visitors, while the creation of the new aerodrome at Cannes has reduced to five or six hours the journey south from London or Paris. . . . The Anglo-American community is large and influential, and always increasing. For that reason the *Riviera News* has been created with every confidence in its success." Judging by this first issue, we also share that confidence, and have no hesitation in wishing it the success it deserves. Anyway, the first number is full of interesting matter, including, of course, aviation items. The *Riviera News* will be published fortnightly in summer and weekly from November to the end of April, price 3 fcs. per copy. The editorial and publishing offices are at 21, Rue des Etats-Unis, Cannes.