

A very light wind, coupled with a downhill run, caused no less than four of the competitors to cut things too fine and to touch the lower tape with their wheels as they came through. Mr. Goodfellow was the winner for the fourth consecutive time.

In conclusion, we should like to express our gratitude to Sqd. Ldr. Williamson, R.A.F., who came over from Sealand to act as Chief Judge, to all the officials who carried through the organisation so smoothly, and to the Liverpool Club and their team for flying over on a distinctly murky autumn afternoon and for their fine sportsmanship and spirit throughout the Contest.

Another very fine Trophy has been presented by Mr. Edgar Hart for a Landing Competition on similar lines, but on a maximum percentage basis between the Lancashire Aero Club and all other Clubs who care to accept the challenge. The first Contest (against the Hampshire Club at Hamble) has been fixed for October 10, and the Secretary of the Club will be very glad to hear from any other Clubs willing to compete on a "home-and-away" basis, with a view to fixing up dates.

**AN OLD FRIEND IN A NEW GUISE.**—The "Elevator," edited by Alan Goodfellow and James Hembrow, is the Official Organ (Vox Humana) of the Lancashire Aero Club. Its style is inimitable, and for nearly six years it has been a valuable tonic to all those in aviation who have felt downcast and overcome with the "terrible fight for existence, which has been our lot since the end of the war" (to quote a Communist leader who evidently has not taken his "Elevator" regularly).

During these years it has been duplicated by the Smith Premier Typewriter Co., Ltd., and a very good job they have made of it, but now the Club feels that the time has come to give their "organ" the dignity of a properly printed publication. The result is admirable, and those responsible should be congratulated on their production. As in the past, its verse stands in a class of its own, while the use of better quality paper has made possible the inclusion of illustrations which, together with an increase in the number of editorial pages, make the "Elevator" a paper none should be without if they aspire to being considered well-read aviators.

## THE CIRCUIT OF EUROPE, 1932

**T**HE Aero Club of Germany reports that the regulations which are to govern the International Light Plane Competition to be held towards the end of July next year have now been drawn up. As the German Light Plane Competition held this year (see FLIGHT of August 21 and 28) was in the main a success, the regulations for next year's International Competition will follow much the same lines.

The Circuit of Europe, which will be one of some 4,500 miles, will be preceded by a number of technical tests, such as take-off over an obstacle 8 m. high, landing over a similar obstacle, and so forth. These tests will be similar to those demanded in the competition last year, and the test for minimum speed included in the recent German competition will also be used next year. Points will be awarded for certain practical qualities—comfort, ease of engine starting, rapid wing-folding, etc.

In the actual Circuit of Europe, reliability will be the first consideration, and the greater portion of the course will be flown at cruising speed.

In order to introduce the racing element and also to encourage high-top speed, a novel scheme is to be tried out next year. This will consist in making the last short stage of the Circuit of Europe, some 200 miles in length, a speed race pure and simple. Over this last stage the machines will fly "all-out," and speed will be the only quality which counts on this stage.

It is expected that there will be a very large number of competitors, and the course will be so planned as to pass over as many European countries as possible.

Entries will be received until about December 15, but the exact date will be published later. As soon as the regulations are available, a summary of them will be published in FLIGHT.

### Barnard's Air Circus—Final Performance!

**CAPT. C. D. BARNARD'S** Air Circus, which during the past summer has done so much to arouse interest in aviation in the principal towns in England, Scotland and Wales, will give its final display for the season at the London Air Park, Hanworth, next Sunday afternoon. During their tour of 6½ months, Capt. Barnard and his fellow pilots have visited 118 towns in 50 different counties, and have given 370 performances. More than a million people have witnessed the displays. In many districts visited the public have been given the chance of seeing and taking flights in modern aircraft for the first time. Approximately 40,000 people have been given flights. Flying in formation, the six Circus machines will arrive at Hanworth next Sunday at 3 p.m. The Circus has increased considerably in size and interest since the tour began last April. It now consists of Capt. Barnard's famous "Spider," a "Sports Avian," a "Spartan," a "Desoutter," a Potez "Ladybird," and an "Autogiro." The events in the final display will be based upon the regular programme which has been performed once or twice every day, but on this occasion it will be supplemented by a number of extra machines, including a formation of three "Avians," and probably a second "Autogiro." Included in the programme will be exhibitions of aerobatics and crazy flying, the *Daily Mail* Aviation Lesson, demonstrations by the "Autogiro," a parachute descent by Mr. John Tranum, a display of aerial marksmanship and daylight fireworks, and other events which fill a programme of 2½ hours.

### The Spartan Air Circus

IN FLIGHT last week there was an announcement of the formation of a new company, Skywork, Ltd., the directors of which were Mr. John Tranum and Mr. Oscar Garden. There has been much speculation as to what this company was going to do, and now we are able to make an authoritative statement about their projects. The company will take out to South Africa in the near future "The Spartan Air Circus." This is formed of three Spartan three-seaters, with Hermes II engines, and a

Desoutter, also with a Hermes II. The pilots will be Messrs Oscar Garden, E. D. Ayre, C. E. F. Reilly, J. King and E. D. Cummings, while Mr. Tranum will give demonstrations with an Irvin Air Chute. Messrs. Ayre and Garden are leaving on Friday, October 9, and the rest, including Mr. Groves, the mechanic, will follow about October 20. The programme will include a tour lasting about six months, and a route covering some 64 towns has already been laid out with the intention of starting from Cape Town and working round the coast. Great help has been obtained from the *Cape Times* and the *Cape Argus*, so that with ample publicity there is every chance of the tour being a success.

### A Case for Air Ministry Action

ON September 30, Major Christopher Draper celebrated his return to aviation by hiring a "Puss Moth" and flying twice under the Tower Bridge and once under Westminster Bridge. He is alleged to have said that he was out of a job, that he had only flown once during the last ten years and wished to show that he had not forgotten how to fly. Surely a very selfish and inconsiderate way of doing so. Major Draper should realise that flying has finished being the amusement of somewhat hare-brained youngsters, which it was when he earned his name as the "Mad Major." We do not wish to belittle, in any way whatsoever, the very fine work he did during the war, but in justice to the coming generation of pilots he ought to consider the feelings of the crowd that watched him fly under these bridges. "Another of them mad pilots," we can imagine, was the general verdict. Not very helpful, is it, at a time when we are all trying our best to make the public see that flying is an ordinary and everyday means of transport? Breaking the Air Navigation Directions should be an offence to be dealt with severely and promptly for the good of all concerned.

### Director of New Zealand Air Services.

WING-COM. GRANT DALTON is relinquishing the directorship of the New Zealand air services on completion of his term of office. He will be succeeded by Sqd. Ldr. T. M. Wilkes.