



ACCESSIBILITY: The Klemm K1 32 ("Gipsy III") entered and flown by Mr. John Carberry.

France's representatives are: 2 Farman 234 (Salmson); 2 Potez 43 (Potez); 1 Caudron "Luciole" (Salmson); 1 Guerschais T.9 (Renault); 1 Mauboussin M.12 (Salmson); and 1 Farman 350 (Gipsy).

All the Italian machines are of the Breda 33 type, 7 being fitted with the Colombo S.63 engine and the eighth (Miss Spooner's) having a de Havilland "Gipsy III."

The Polish machines are of two types: the PZL 19 (Gipsy III), and the RWD 6 (Genet Major).

Of the four machines which represent Czechoslovakia 3 are Praga B.H. 111's (Gipsy III) (illustrated in FLIGHT last week), and 1 Breda 15 S. (Walter Junior).

Switzerland's representatives are 1 Klemm K1.32 (Gipsy III.) and 1 Comte AC 12-E (Gipsy III).

It is extremely gratifying to find so many British engines among the competitors. An even greater number figured in the full entries list, but many were not finished in time, or had troubles of various sort. For example, Pobjoy "R" engines were fitted in the Papenmeyer and Fieseler F.3 "Wespe" machines, but the aircraft did not turn up in time. The troubles were in no instance due to the Pobjoy engines.

The "Missing" Machines

The technical tests are being held at the present time, and as no useful purpose seems to be served by giving scattered and incomplete results, we do not propose to deal with these here, but to reserve them for an article in next week's issue. In the meantime it may be of interest to record quite briefly some of the reasons for the non-appearance of the machines which had originally been entered.

The three tailless machines entered by Fieseler (each with two Pobjoy "R" engines) were, apparently, of too experimental a character, and as two of them sustained damage during tests, Fieseler decided to withdraw all three entries.

The Japanese pilot, Hachisuka, who had entered a Gipsy-Moth, was informed beforehand that his machine was too heavy, and would not be admitted. He, apparently, did not believe this, but turned up with his machine. When it was weighed and found some 200 lb. too heavy, he is reported to have been very surprised.

The Messerschmitt machines were all withdrawn. Two rather serious accidents befell them during tests, the exact nature of which is not clear at the moment, but the designer decided to withdraw all the machines from the



GERMANY'S "WHITE HOPE": The new Heinkel He. 64 ("Argus" engine) is characterised by a very slim fuselage and a longer lever arm for the tail than is usually found in German machines.

competition. Up till then the Messerschmitt machines had been regarded as favourites in Germany. That place has now been taken by the new Heinkel machines. This, as previously pointed out in FLIGHT, is the first time Ernst Heinkel has entered the light plane field, and the performance of his machines is being watched with the very keenest interest. Fraulein Elly Beinhorn had entered one, and had been practising diligently for the take-off and



TWO FRENCH COMPETITORS: The Potez 43 machines are fitted with permanently-open slots.