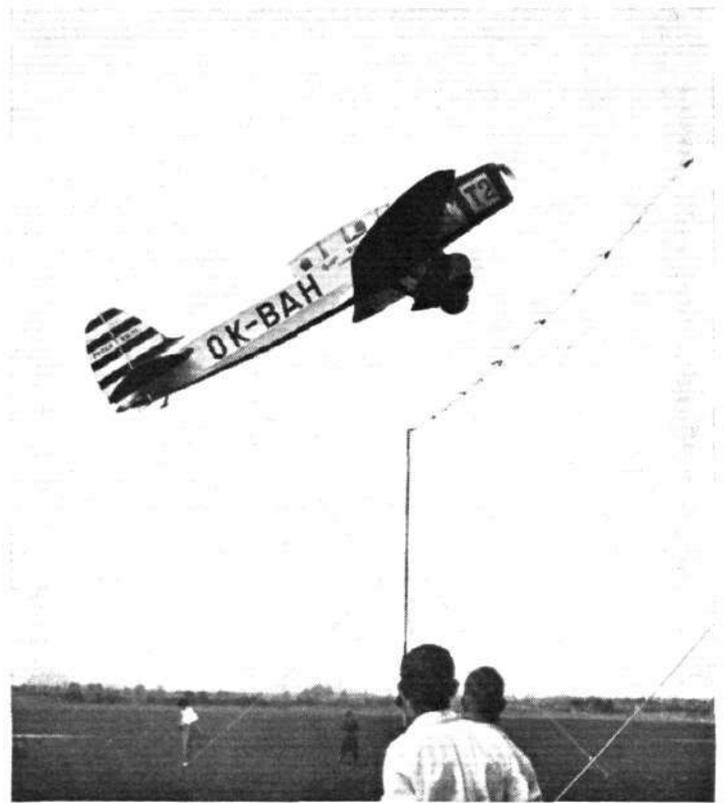


In this rating the two Polish RWD—6 shoulder monoplanes, with two seats abreast in cabin, as well as slow-speed flaps, were able to obtain 86 points, the highest number any competitor was able to collect. The other three Polish low-wing planes, with three seats each, were awarded 84 points each. The eight Italian Breda 33 were given 83 points each, while 80 points were allocated to the three Czecho-Slovakian Praga low-wing machines. Then followed the new Klemms with 72 and 71 points. The new Heinkels only managed to collect 66 points, and thus already at the beginning sustained a heavy setback. Massot's Guerchais booked 69 points. All the others ranged between 45 and 58 points.

In the test for the dismantling for transport and re-assembling for flight, for which 7 points could be allocated if completed within one minute, three Klemms and two Heinkels obtained full marks. The majority of the other machines had to be satisfied with 6 and 5 points, which indicates that their crews required 3 and 5 minutes respectively for the work. Only two persons were allowed to do this, and if they required more than 15 minutes they could either go without marks or have a second try, in which case they could gain half the normal number of points or, in the event of failing again, lose 15 points. No fewer than eight machines thus lost 15 points each from their previous sum, including the two Potez, the Monocoupe, the Swiss Comte, Arnoux's and Lebeau's Farmans and the German Raab's modernised old Raab-Katzenstein low-wing monoplane.

The full number of six points for efficient engine-starting appliances, and shortness of starting time, were awarded to Cuno's and Pasewaldt's Argus-engined Klemms only. The majority of other competitors obtained 5 and 4 points, while Arnoux's Farman failed altogether.

The low-speed test was very interesting. During this test, as also in the starting and landing, and fuel consumption tests which followed, each machine had to carry a minimum load of 200 kg. (440 lb.). What was missing on the weight of the crew on this had to be made up by ballast. Also, the second controls, if provided, had to be taken out. The machines had to travel at their lowest speed a definite distance without losing in altitude, and 50 points were to be allocated to the competitors able to travel at no more than 63 kilometres per hour. Two points were deducted for every additional kilometre or part, so that with a slowest speed of 88 k.p.h. no points could be obtained. A repetition of the test with half the normal rating was permissible. No fewer than seven competitors were able to fulfil the conditions and gain full marks. These were the Italians Colombo, Lombardi, Miss Spooner (in the Italian team), the Poles Zwirko and Karpinski (RWD—6) and the two Germans Junck and Seidemann (both Heinkel). Close up with 48 points were the Italians Donati, Stoppani, Suster, the German Morzik (Heinkel),



CZECHOSLOVAK STYLE : Kalla, on one of the Praga B.H. 111 (Gipsy III) monoplanes, goes over the top.

the Frenchman Delmotte (Caudron) and the German von Massenbach (Heinkel).

The take-off test over a flag-lined rope stretched eight metres high over the field proved exceedingly exciting, as the competitors, anxious to gain the maximum number of points, performed some hair-raising acrobatic feats. These, of course, are not actually in keeping with the intentions of the organisers, but they were splendid to behold! This starting test, like the landing test, is less a trial of machines and engines than of the skill of pilots. Colombo lined up 100 metres from the obstacle, which is the longest distance to obtain full marks, and, darting up to the rope, he zoomed up so that the machine all but stood vertically on its tail, barely missing the rope with the wheels. Lombardi's performance looked even more daring. He was evidently in high spirits as he, having lined up only 97½ metres from the rope, merrily put out his tongue to



DISMANTLING AND ERECTING : The Polish pilot, Giedgowd, and his PZL (Gipsy III) monoplane "gatecrashing."