

difficult, and no more competitors were forced to retire, although partially unpleasant weather was encountered. The fact of so few competitors having this year suffered from engine trouble and that practically all remaining in the competition have gained or rather retained the full 40 marks they were originally credited with for reliability, speaks volumes for the progress made in engine construction. It also demonstrates the untenableness of the opinions held not so very long ago, at least in the ranks of German engine builders, that relatively slow and, therefore, unavoidably large engines are to be preferred. At one time one would not go much beyond 1,800 r.p.m. in engines even of the relatively small type to be employed for planes of the class participating in this competition. Also in this respect the regulations of the competition have had a wholesome influence on design, for the new high-speed engines, coupled with metal propellers, now being employed have thoroughly proved their worth, and have additionally demonstrated their high degree of economy. All round, therefore, it cannot be denied this excellent competition, especially in this year's form, has contributed tremendously to the development of fast and light touring planes and their engines.

Seidemann and von Massenbach with their Argus-engined Heinkel and the German air-transport pilot in charge of the Akaflieg biplane, Marienfeld, who have nothing to lose since they are hopelessly handicapped by the low number of points they scored in the technical part of the contest, opened out all they could after leaving Paris, and completed the tour in a single day. Seidemann reached Staaken at 6.36 p.m. on Friday evening, August 26. Marienfeld crossed the line at 7.19 p.m. and von Massenbach at 7.33 p.m. Theirs was doubtless an excellent performance, which brought just that amount of sensation into the competition that was required to stir public interest to its depths. But there is, of course, no doubt many of the other competitors could easily have followed suit had they chosen to do so. But they had winning chances and did not like risking their engines in fruitless speeding, rather nursing them for the final spurt in the afternoon's race over the triangular 186 miles course. They just flew so as to top the 200 kilometres per hour average required to gain the full number of 180 points and stayed for the night at the one or other compulsory stop.

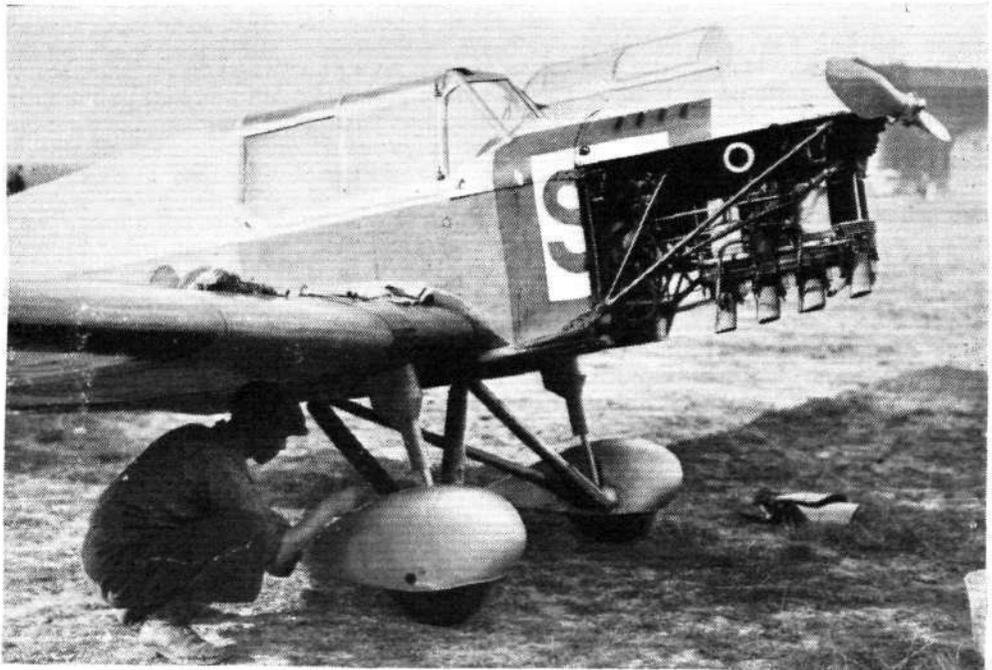
The first to arrive Saturday morning here was the chief pilot of the Heinkel factory, Junck, who passed the line at 7.14 a.m., followed 9 min. later by Osterkamp's Klemm. Five competitors arrived between 9 and 10 a.m., these being at 9.03 a.m., Hirth (Klemm-Hirth) at 9.07 a.m., Stein (Heinkel-Argus) at 9.24 a.m., Morzik, the winner of the last two competitions in 1929 and 1930 (Heinkel-Argus), at 9.33 a.m. Pasewaldt (Klemm-Siemens) and at 9.54 a.m. the Pole, Giedgowd (PZL-Gipsy). Then there was a pause as regards new arrivals.

At 11.27 a.m. on Saturday Lusser's Klemm-Argus dashed over the finishing line at Staaken. A few minutes later the Klemm-Gipsy of the Swiss, Fretz, hove into sight in the western sky and passed the line at 11.31 a.m. The weather was exceedingly hot and visibility not very good, but at Berlin there was at least no rain as had been the case for some time in Hamburg, where many machines had to be replenished with fuel under large umbrellas. At 12.11 noon arrived Arnoux in his Farman, at 12.43 the Pole, Bajan, in his PZL, followed 13 min. later by the Czecho-Slovakian competitor, Anderle, in his Breda 15.S. At exactly 1 p.m. Zwirko's RWD.6, the competitor with the highest number of marks, crossed the line. One minute later came his compatriot, Karpinski, in the second RWD.6 with Genet-Major engine. Delmotte (Caudron) finished at 1.04 p.m., Duroyon (Potez) at 1.15 p.m. The second Potez, with Détré, arrived at 3.36 p.m., behind Poss (Klemm-Argus) and Cuno (Klemm-Siemens), who

crossed the line simultaneously at 3.09 p.m., and the Czecho-Slovakian, Kalla (Praga-Gipsy), at 3.22 p.m. Then, at 4.04 p.m., came the second Praga-Gipsy, with Kleps. The arrival of Nicolle later completed the field of the 25 competitors still taking part.

The Speed Test

It is dull but warm weather in the afternoon of August 28. Rain clouds threaten a deluge, but appear to bethink themselves. A wind of 16 ft. per sec. is blowing from the west, from Staaken way; it is, however, gradually subsiding. The spacious enclosures on the northern border of this airport are thronged with spectators and the restaurant is doing great business, as also are the booths with refreshments. Flags are gaily fluttering in the wind and a big band is playing lively military marches. Spirits run high! Chalked over half the field is a thick white line. That is the finishing line, and the International Committee has been breaking its heads over establishing the handicaps for the start of the competitors. The idea is to



FIFTH: The De Havilland "Gipsy III" engine fitted in the "Klemm" flown by the Swiss pilot, Fretz.

arrange things so that the man first crossing the finishing line after the race (starting at Staaken some 12 miles or so west of Berlin-Tempelhof) will actually be the winner of the whole contest. That is to say, not the fastest machine will be the first to finish, but the one having the highest number of points. The fastest machines, therefore, had to be handicapped to such an extent that, if they actually did come through first they had gained so many points in this race as to catch up and supersede the competitor with initially more points to his credit. So it comes that machines are being let off in Staaken at carefully determined intervals. Coming from there they have to pass over the Tempelhof airport, and fly on to Frankfort-Oder, which is not to be confused with Frankfort-Main down south-west in the Rhineland. Frankfort-Oder is about 62 miles west of Staaken. There the competitors have to round a mark and continue south-west to a small town called Dobrilugk, about 65 miles away from Frankfort-Oder. From Dobrilugk the machines have to turn north back to Tempelhof, another 58 miles or so to the finish. At all turning marks the competitors have to throw off little bags with their numbers as a means of controlling their passage.

Zwirko, who has most points to his credit, 456 in number, is sent off first in Staaken punctually at 3.15 p.m., and presently his machine is sighted in the hazy western sky coming up fairly fast. He comes down slightly to pass over the line, and is soon out of sight over the distant houses bordering the eastern part of the airport. Fully 5 min. later Poss is let off with his Klemm. He has 451 points. One minute after him comes Hirth in his powerful Klemm, with the 8-cylinder engine developed by