

BRISTOL AND WESSEX

F/O. C. V. Ogden has joined the staff of the Bristol and Wessex Aeroplane Club as assistant instructor, and a new "Major Moth" was delivered on June 1. During the week the Club aircraft flew 63 hours with two first solos.

The race for the S.B.A.C. Challenge Trophy is to be flown at the Bristol Club Garden Party on July 28. The course consists of three laps of a closed circuit—a total distance of approximately 45 miles. This race is open to all aircraft of British manufacture, which must be the bona fide property of a recognised light aeroplane club or of a member of the club entering, and pilots must have been trained *ab initio* by this club.

HERTS AND ESSEX

Last week constituted a record for hours flown—117. Those for May, incidentally, totalled 375, only 10 short of record month, July, 1933. Two further members are taking advantage of the contract rate, receiving 50 hours' solo flying for £50.

The Club's new Miles "Hawk," G-ACTO, has been

received, looking very smart in club colours, orange and brown, and is being kept extremely busy satisfying the long-standing demand of the members for a variety of type. The fleet now includes four "Moths" (two "Gipsy I" and two "Cirrus II"), and one Miles "Hawk." The competition for the "Shelmerdine" Challenge Bowl commences next Sunday.

SOUTH AFRICA

In spite of the distinctly anti-British trend in South African civil aviation, the Rand Flying Club decided to open its new clubhouse—the first "real" one in South Africa—on Empire Day. The clubhouse is from all accounts the most magnificent place, on modern lines, with a large lounge, pilots' room, flight booking office, locker rooms, secretary's office, kitchen, and bar, while the roof has been designed to be either a grandstand or an open-air dance floor.

The membership of the R.F.C. now totals 280, and a second "Gipsy Moth" has recently been purchased. Considering that the club only came into existence eighteen months ago, this is a really good show.

VINCENNES AGAIN

The Annual Two-Days Whitsuntide Aviation Meeting run after a lapse of Three Years

As usual at Vincennes, the programme for the Whitsuntide Meeting was more than varied, with races, precision landing contests, glider and Autogiro demonstrations, parachute jumping, trapeze work, and the customary aerobatics. The meeting covered two days, Sunday and Monday, and was run under the management of the Société pour le Développement de l'Aviation, of which the well-known pilot, Maurice Finat, is the chief.

Some fifty machines of various types were ranged in front of the well-filled grandstands, which had been built for the previous Doret-Detroyat contest, and these included Maryse Hilz's Breguet sesquiplane, Kronfeld's latest glider, a C.30 Autogiro brought over by Brie, the record-breaking Caudron "Rafale" low-wing monoplane, and several Blériot "Spad" pursuit machines. Furthermore, development could be studied by a glance at the "cross-Channel" Blériot and that hardy perennial the Farman "birdcage."

The first event on Sunday consisted of the eliminating trials for the contestants in the Georges Dreyfus Speed Race, who covered twenty-five laps of a fifteen-mile course encircling the field. The finals of this contest, in which there were some twenty entries, were flown the next day, and were won by Boris, flying a "Puss Moth" ("Gipsy Major"), at a speed of 101.90 m.p.h. Louis Masotte, on a Blériot "Spad" (230-h.p. Salmson) was second at 93.20 m.p.h., but Jean Gapy, piloting a Potez 43 (100-h.p. Potez), who actually finished third, was disqualified for cutting a pylon.

The Precision Landing Contest was won by Andrew Salel, piloting a Farman type 400 cabin monoplane, who brought his machine to a stop within 12 ft. of the mark. Louis Possien, on a Potez 36, at 29 ft., was second, and Georges

Quatremarre, on a Blériot "Spad," at 89 ft., was third.

But Robert Kronfeld's gliding demonstration was one of the leading features of the Meeting. Towed to a height of about 3,500 ft. and cast off, Kronfeld remained in the air, encircling the aerodrome, for 2 hours 20 minutes, establishing a new gliding record for the Paris district. His machine was interesting in that the wing span of his glider could be varied by detaching the ends of the wings. For long gliding flights Kronfeld uses the full span of 71½ ft., but removes his wing extensions for such work as stunt flying. The wings, incidentally, are of trapezoidal shape.

A demonstration which must be "something new and strange" to French people followed, when Mr. Brie put the direct-control Autogiro through its paces. Mr. G. L. Harrison, of Sale, Cheshire, who was flown over by Mr. Stephen Cliff in a Miles "Hawk," was another English visitor. Two Portuguese officers, flying a Junkers "Junior" (Siddeley "Lynx"), and a D.H. "Tiger Moth" ("Gipsy Major"), respectively, gave the usual aerobatic display.

One of the most interesting machines at the meeting was the Caudron "Rafale" (Renault-Bengali), which made several flights around the field. Equipped with split flaps having a chord of 30 per cent. that of the wing and a Ratier variable-pitch propeller, the take-offs and landings of this machine were quite remarkable, in view of its top speed.

Before the meeting closed, the Air Minister, Gen. Denain, arrived from a similar affair in a three-motor Dewoitine Colonial type monoplane, with Col. Davy and several members of his staff.

R. C. W.



VARIETY AT VINCENNES: The upper illustration shows the Junkers "Junior" flown by Capt. Placedo Abreu, of Portugal. Below, left, is the record-breaking Caudron "Rafale" low-wing monoplane, and right, G. L. Harrison (centre) and Stephen Cliff (right) who flew the Miles "Hawk" from Heston: with them is R. A. C. Brie, who came over on the Autogiro.