

FRANCE AND GERMANY: (Left), the Hispano Suiza 12 Ybrs, and (Right), the Hirth HM 8U air-cooled inverted V type. Both engines are described on the previous page.

NEWS OF COMPETITORS

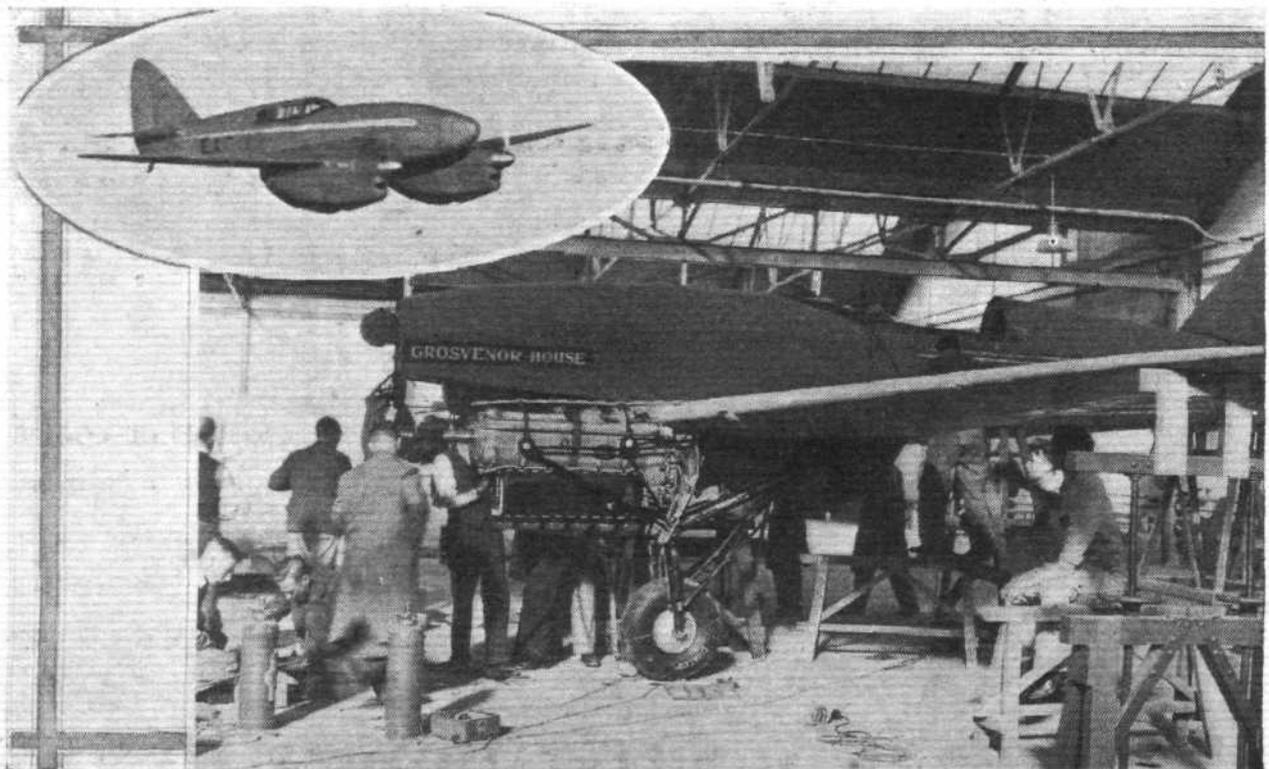
IT is definitely announced that Capt. Leon Challe and Capt. Edouard Cornignion-Molinier, will fly the Blériot 111-6 monoplane with Gnome-Rhone "Mistral Major" 14Krsd engine. The main duty of Capt. Cornignion-Molinier will be that of navigator, but he will act also as relief pilot. Short biographies of both members of the crew were published in *Flight* of September 20. They had intended to fly in the Wibault 366, but found that the machine could not be made ready in time, and so arranged to take over the Blériot, which was to have been flown by Charles Quatremare.

It may be gathered from the type number of the machine that it is the sixth version of the basic Blériot III design. Actually it is now several years old, but a number of changes both in structure and equipment have recently been made under the supervision of the Blériot designer, M. André Herbemont. The machine was designed for the carriage of passengers or mail. In its original form it had wings of "high lift" section of wooden construction, and a fixed undercarriage. The pilot's cockpit was placed in the forward part of the fuselage.

Among the more important changes made by M. Herbemont to fit the machine for the London-Melbourne Race are the following. A Gnome-Rhone "Mistral Major" 14Krsd 14-cylinder two-row radial has been fitted. This engine is rated at 750 h.p. at 2,390 r.p.m. at sea level, and gives a maximum power of 1,065 h.p. for take-off. It is moderately supercharged and gives 815 h.p. at 7,220ft. A Gnome-Rhone three-bladed steel airscrew and a form of N.A.C.A. cowling is fitted. The weight of the engine is 1,243lb.

Wings of Clark bi-convex section, using duralumin box spars instead of wooden ones are now fitted, thus saving about 140lb. in weight. Ribs are still of wood and fabric is used for the wing covering. As in the original design the wings are attached to the lower part of the fuselage and are braced on each side by a pair of struts. Ailerons are statically balanced.

The main fuel tank holding approximately 167 gallons is located over the centre of gravity of the machine, an additional tank holding 89 gallons is carried in the forward baggage compartment aft of the engine, and a third tank of similar capacity



COMETARY: Grosvenor House, "Comet," No. 34, nearing completion at Hatfield, and (inset) the "Comet," nominated by Mr. Bernard Rubin, on test. (*Flight* Photos.)