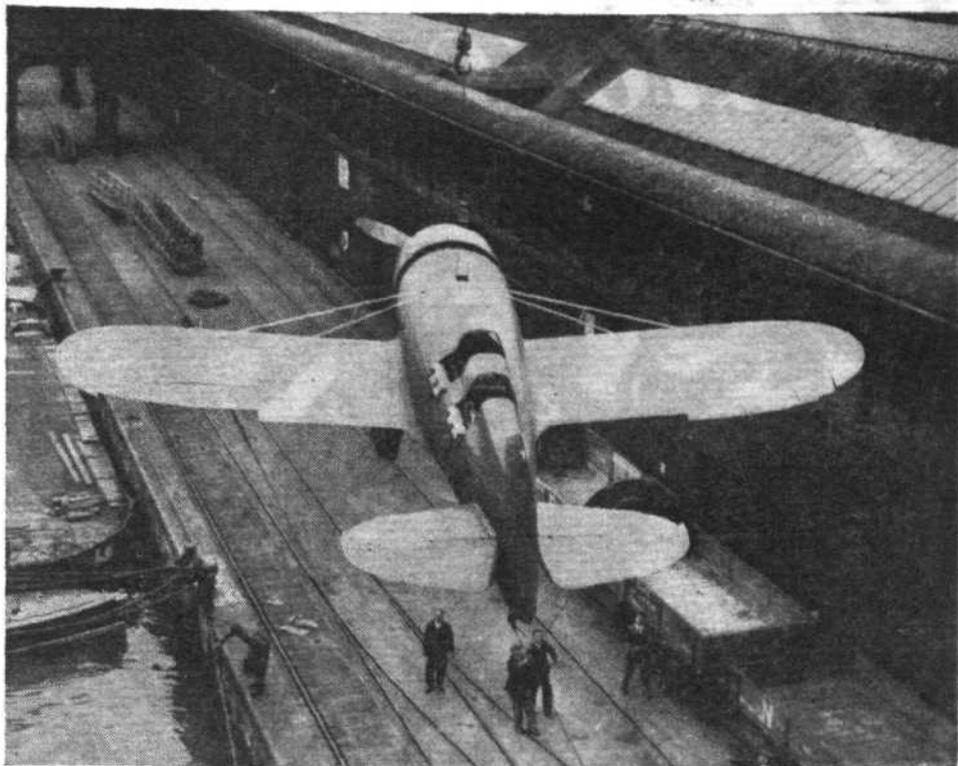


**"SKY-HOOKS" at Southampton for Mr. Clyde Pangborn's "Gee Bee" (Pratt and Whitney "Hornet"), to be flown by Miss Jacqueline Cochran.**

before people thought of split flaps or air brakes.

At lunch-time the third lightly loaded "Comet" made its preliminary circuits, and lowered its undercarriage. Everybody ran out to see the Mollisons bring it in. Approach number one seemed to be a little on the high side, and the machine was allowed to touch with a lot of flying speed when the buildings were too near for peace of mind. Mollison opened up and went round again. On the second attempt he touched again on the ridge far up the aerodrome, hung for an interminable period some ten or twenty feet up, opened up and flew for several heart-stopping moments with the "Comet's" tail, so to speak, between its legs, apparently missing the buildings only by making a gentle turn. On the third attempt all was well. But the watchers thought rather of all the considerably smaller aerodromes on the way to Melbourne and of the night landings to be made.



This machine is fitted with two Sperry Artificial Horizons, two Sperry Directional Gyros, two compasses, two A.S.I.s, and a fore-and-aft level. Each "Comet," incidentally, has a boost gauge for the forward-facing intake pressure, and landing lights in the nose.

By contrast, Capt. Stack's approach and landing with the Airspeed "Viceroy" seemed a ridiculously simple business. This was the most completely equipped machine that had so far been seen at Mildenhall. Apart from the special fuel arrangements, it has Plessey two-way wireless equipment, the latest P.B. Automatic Pilot, and a pair of landing searchlights in the leading edges. All the usual navigation instruments are supplemented by an adjustable drift indicator in the floor of the cockpit.

Sqd. Ldr. D. E. Stodart's Airspeed "Courier" came in almost immediately afterwards, and both the Australian D.H. "Dragon Six" and Capt. Malcolm McGregor's Miles "Hawk Major" arrived before the official day closed. Then it was learnt that eleven machines had been given extensions, these being Roscoe Turner's Boeing, Geysendorfer's Pander S.4, Fitzmaurice's Bellanca, Parmentier's Douglas D.C.2, Jacqueline Cochran's "Gee Bee," Molinier's Blériot, and Penny's Vultee among the "foreigners," and Lowdell's "Envoy," H. L. Brook's

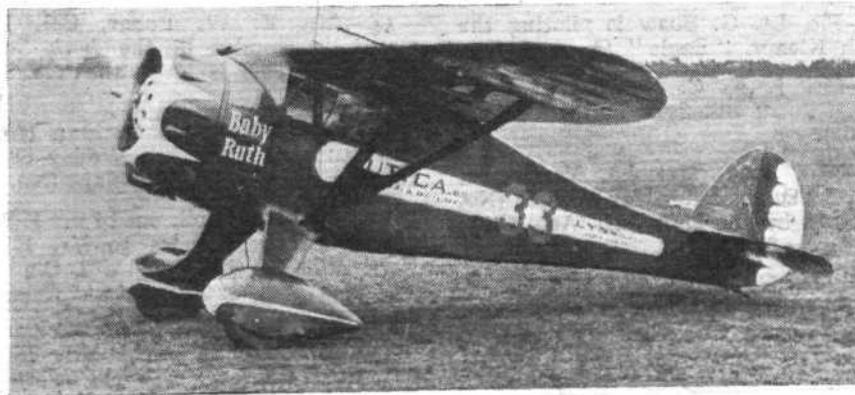
"Falcon," and Parer's and Baines' "Foxes." But where were the others?

Apparently Woods had damaged the undercarriage of his Lockheed "Vega" at Heston, but neither he nor Lombardi were to be disqualified if they arrived at Mildenhall before the limit day.

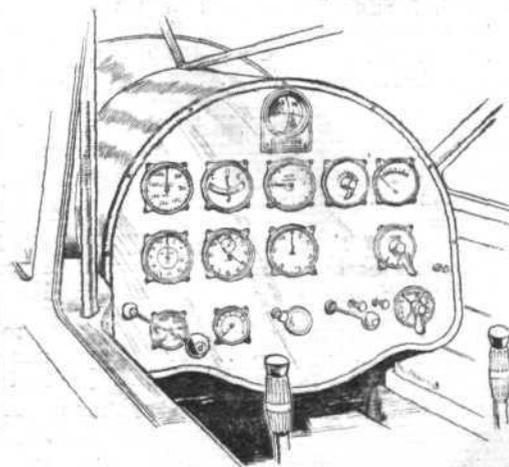
It appeared as if there were to be only one arrival on Monday—Mr. H. L. Brook, with the Miles "Falcon." He will take with him Miss E. M. Lay, who has an "A" licence but has only done sixty hours' flying, to share the expense. The engine in Brook's machine is, incidentally, the Gipsy Major out of the Mollinson's "Puss Moth" *Heart's Content*, and the machine was only delivered on Saturday.

However, Campbell Black, Stack and Shaw flew their machines, "Jimmy" Jeffs discovered a 3ft. by 3ft. hole in the aerodrome and marked it with obstruction flags, and two "Comets," Scott's and Cathcart Jones', went through their weighing tests. Apparently they were a little overweight owing to the higher specific gravity of the fuel used.

Then, just as dark was falling, Woods arrived in his all-white Lockheed "Vega," and, without making a preliminary circuit, landed far up the aerodrome. Evidently Heston had worked hard on the machine.



**WITH "CLIPPED" WINGS:** The Lambert Monocoupe (Warner "Super Scarab") to be flown by Wright and Polando; Wright gave a spectacular demonstration—much too spectacular for the officials—on the morning after his arrival at Mildenhall. (Flight Photo.)



**INSTRUMENTAL:** The layout in "Baby Ruth" is quite exceptionally tidy.