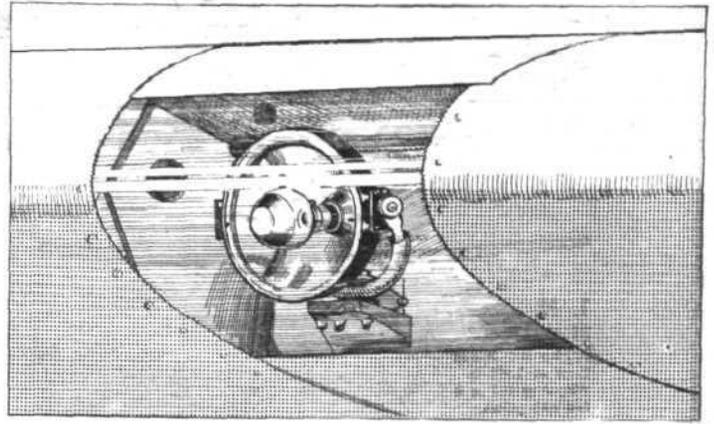


On the whole, Tuesday was a fairly unpleasant day, with a bitterly cold wind, and everyone was a little tired of the petty restrictions. Some of the competitors had their emergency rations checked; each machine must carry one and a half gallons of drinking water, and, vaguely enough, sufficient food to keep the crews' bodies and souls together for three days.

Just as everybody had ceased to stand in an expectant attitude Col. Fitzmaurice brought in the *Bellanca Irish Swoop*

So on Tuesday night it appeared that there would be nineteen, at least ready for the start on the great day, and many of the most interesting entries were among them. Miss Jacqueline Cochran's "Gee Bee" was in England, at least, George Lowdell's "Envoy" was expected, and the Bleriot III entered the testing centre at Villacoublay at five o'clock on Saturday. Whether this machine and the Bergamaschi will arrive, and whether Pond's Vultee will be flown across the other pond remains to be seen—as do a great many other aspects of this truly remarkable race.



ON THE "VICEROY": One of the landing searchlights which are mounted inside the leading edges on the Airspeed "Viceroy." The aperture is transparently covered.

IN THE FAR EAST

A Demonstration and Display by British Aircraft at Shanghai : The Far East Flying Training School in Action

A DISPLAY of British aircraft was given at Hungjao Aerodrome, Shanghai, by the Far East Aviation Co., Ltd., on July 24. The display was originally to have been held on the previous Saturday, but the advent of a typhoon made this impossible. Admission to the aerodrome was by invitation only, of which some 900 were issued, resulting in a crowd of some 2,000 being present! A large number of the important Chinese and British officials, including His Excellency Dr. H. H. Kung, Minister of Finance to the Nationalist Government, General Wu Teh Chen, Mayor of Greater Shanghai, Mr. Jabin Hsu, Mr. O. K. Yui, Sir John Brennan, British Consul General, Group Captain R. P. Willock, British Air Attaché, Brigadier General F. S. Thackery, O/C. British Forces, and Mr. A. H. George, Acting Commercial Counsellor to the British Legation, were present.

Two machines were used for the display, these being an Avro 637 Light Bomber, fitted with a Siddeley "Cheetah" engine, and a Fairey "Fox" Mk. IV High Performance two-seater reconnaissance fighter with a Rolls-Royce "Kestrel" ISS engine. Both machines were open to examination before the flying commenced, and a great many people availed themselves of the opportunity of seeing the latest types of British design and workmanship.

The flying programme was divided into three parts, each being described by means of loud speakers and illustrated programmes. Before the flying commenced the crowd was entertained by the Band of the Municipality of Greater Shanghai, and also was able to view a group of photographs illustrating the activities of the Far East Flying School, Hong Kong, and examples of metal work turned out by the Chinese engineering students of the school. These, incidentally, attracted a great deal of favourable comment.

The flying programme commenced at 5.45 p.m. with a brief display of aerobatics in the Avro 637 given by Lord M. A. Douglas-Hamilton, who is an instructor of the Far East Flying Training School. The second item was an exhibition of "crazy flying" by the same pilot and machine. This type of flying has not previously been demonstrated at a display in China, and created an enormous amount of comment.

The third event of the day was the demonstration of the



BRER FOX, HE FLY HIGH: A group of interested spectators round the Fairey "Fox," which gave demonstrations at Shanghai.

Fairey "Fox" by Lt. A. D. Bennett, Shanghai manager of the Far East Aviation Co., Ltd. The "Fox" for this flight was flown without a passenger, but had a full load of ballast instead, as well as full military equipment in the shape of radio, oxygen apparatus, front gun, etc., and so could not be called a special demonstration machine such as had been used for past exhibitions in China by other nations. This display, coming after that of the Americans and Italians with their single-seater machines, led many of the spectators to expect similar spectacular aerobatics, although from a machine flying under very different conditions. From start to finish they were not disappointed. A heavy black rain cloud was blowing up, and the climb after the take-off was rendered most spectacular by being terminated in this cloud at some 2,000ft. After that all manner of usual and unusual aerobatics followed, the one which impressed the spectators most being a vertical upward slow roll from ground level, terminating in the cloud, which had then blown over the aerodrome. Unfortunately, rain commenced falling heavily just before the flying was over, but that did not prevent the important Chinese officials remaining to witness a "dog fight" between the two machines as a finale, and tendering their thanks to all concerned for what they termed a magnificent display.