DAWN OF ADVENTURE: A striking impression captured by the camera as the sun broke through at Mildenhall. The machine is F.O. Davies's and Lt. Com. Hills' Fairey III F.

Major " had reached and left Karachi, the " Dragon Six " had left Baghdad for Karachi, the Airspeed " Courier " had left Aleppo for Baghdad, and the Desoutter was on its way to Bushire. Parer was definitely out with the " Fox " after innumerable delays.

Finally and, it would seem, almost inevitably in such a race, tragedy intervened. The Fairey " Fox " Number 62, after taking off from Rome for Athens, crashed in Apulia and the machine caught fire. F/O H. D. Gilman and Mr. J. K. C. Baines both lost their lives. Reports received up to the moment of going to press are so varied that it is difficult to discover whether the machine simply stalled or whether it actually caught fire in the air. Apparently, however, they were making for an emergency landing ground—a fact which automatically suggests trouble.

At 10.40 p.m. (G.M.T.) the leading " Comet " had reached Charleville after averaging 134 m.p.h. over the remainder of the distance. The Douglas was still a thousand miles behind and was being almost harried by the Boeing. Col. Roscoe Turner, with the Boeing, left Singapore eight hours after the K.L.M. cruiser and was making directly for Darwin. Cathcart Jones had left Allahabad for Singapore, McGregor was at Jodhpur, and Hewitt had left Baghdad.

The whole world waited for the news of Scott's arrival at Melbourne. He had left Charleville. Turner was reported at Koepang and Cathcart Jones at Singapore.

And So To Bed! The one and only Airspeed left in the race, the Stodarts' " Hawk Major," were running fifth on Tuesday evening and had left Calcutta for Rangoon at 7.12 a.m. (G.M.T.)—a completely amazing effort. Actually they had beaten any time put up by a similar machine on the first half of the route. Their all-in average was in the region of 84 m.p.h.

Hewitt and Kay, with the " Dragon Six," were, comparatively speaking, close on their heels, having reached Allahabad at 12.10 p.m. Remembering their forced landing near Boulogne, they had done extraordinarily well.

On the racecourse at Albury the Dutch pilots decided to wait for the daylight before flying on to Melbourne. With the Boeing still three hundred miles away, the Douglas appeared to be safely enough in second place. But could it take off comfortably from a relatively confined space? It would be tragedy indeed if the big machine had to be dismantled when less than an hour's flying from the finishing line. Parmentier and Moll would certainly take no risks if there was any doubt about the ability of the two engines to pull the machine out.

The bulk of the field, scattered amazingly over the face of the eastern hemisphere, were pushing along at their own separate paces. In the face of the winners' extraordinary performance their own efforts appeared puny, though several were on a schedule that would have spelt a " headline " record only a few years ago. Ross Smith took twenty-seven days over his flight to Darwin in 1922.

Cathcart Jones and Waller had arrived at Batavia, but were likely to be held up with trouble for several hours. They, too, had suffered a portion of the troubles that had caused Black Magic to be withdrawn at Allahabad and Grosvenor House to be flown for long hours on one engine. All the testing in the world cannot be a facsimile of the gruelling which is received in a race.

McGregor and Walker, though entered only for the handicap race on their standard Miles " Hawk Major," were running fifth on Tuesday evening and had left Calcutta for Rangoon at 7.12 a.m. (G.M.T.)—a completely amazing effort. Actually they had beaten any time put up by a similar machine on the first half of the route. Their all-in average was in the region of 84 m.p.h.

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