

ISLAND CONTINUATION

*The Manx Air Derby and Tynwald Air Races
Described : Unfortunate Disqualifications*



Taking it home—Mr. J. Rush (Hawker Tomtit) with the handsome Manx Trophy.

THE sad story of how Whit-Monday in the Isle of Man dawned ominously, with half a gale of wind, low clouds and driving rain was duly told—and illustrated—in last week's issue of *Flight*. Local experts had prophesied that the weather would change with the tide and everybody got out to the aerodrome. Unfortunately, they omitted to say which way the weather would change, and at 4 p.m. a rather cold and distinctly wet collection of competitors and officials decided in favour of a postponement until the following day. It was typical of the spirit of the whole meeting that every one of the competitors and officials, at no matter what inconvenience, cancelled all their arrangements in order to stay on. In the absence of a set programme the evening proved somewhat hilarious.

Tuesday's weather was perfect from the point of view of the public, who showed their appreciation by turning up in very considerable numbers, the Town Crier having been sent round Douglas to announce the fact that the race would be held. From the competitors' point of view, however, it was not quite so perfect owing to the strongish wind, and the "curl-over" from the mountains must have made the Peel-St. John leg a distinctly uncomfortable one.

Had the Tynwald race again been confined to genuine "babies," indeed a further postponement would probably have been necessary. As it was, only the Taylor Cub gave up because of weather conditions, but a good deal of credit is due to the pilots of other lightweights, such as the Dart Kitten and the Chilton, for sticking it out.

The Tynwald race was off at 11.21

a.m. and in the very first stages the sisters Glass sadly failed to spot the bell-tent which marked the minimum turning point—and turned inside it. There ought to be some means of warning a competitor at once when this sort of thing happens. It was too bad that they should have to batter their way through all the bumps for three laps and finish in third place only to find that they were disqualified, even though they did take it extremely well.

The next excitement was when Novak, of Czecho-Slovakia, flying the Bibi, suffered engine failure within a few seconds of taking off. With very cool judgment he kept straight on, juggled with the throttle, and eventually managed to find sufficient revolutions to complete the circuit and get back to the aerodrome. It was indeed bad luck that this fine sports-

speed, and although he consistently turned round the wrong turning point on the aerodrome, thereby adding at least an extra 200 yards to each lap, he was obviously beating the handicappers. Another man who was obviously going very strongly was S. T. Lowe on the old Gipsy Comper Swift, who had already dealt a blow to the handicappers in Saturday's race.

The end came when Clausen crossed the finishing line comfortably in front, followed by Lowe, the Glass sisters, Edwards on the old Mark IV Avian, and Porteous on the Chilton. Then came another snag. It appeared that Dr. Clausen had declared to fly with a passenger and, not realising that this made a difference to his handicap, he had then changed his mind and flown without one, thus automatically eliminating himself.

TYNWALD AIR RACE.

Pilot.	Aircraft.	Started.		Finished.		Net Time.		Speed.	Place.
		m.	s.	m.	s.	m.	s.		
P. B. Elwell	Cub	0	00	Retired					
D. Paul	Kitten	13	09	139	18	126	09	77	6th
The Misses Glass	Moth	36	55	133	46	96	51	100½	Dis.
R. L. Porteous	Chilton	36	55	135	07	98	12	99	3rd
H. R. A. Edwards	Avian	39	41	134	44	95	03	102½	2nd
C. G. M. Alington	Desoutter	41	27	139	00	97	33	99½	5th
V. Miklenda	Bibi	45	35	Retired					
Lt. Col. Kalla	Be. 51	51	28	Retired					
E. Chambers	Swift	52	09	142	09	90	00	108	7th
F. W. Clausen	Klemm	58	57	132	20	73	23	132½	Dis.
P. Avery	V.E.F. J.12	63	43	135	26	71	43	135½	4th
S. T. Lowe	Swift	67	28	133	16	65	48	147½	1st

man, who had arrived from Prague too late for Saturday's race and had come something like a thousand miles to compete in the Tynwald race alone, should thus be deprived of his chance.

Soon afterwards Elwell, on the Taylor Cub, came back to the aerodrome, having found the wind too strong to give him any chance in the limit machine. Dr. Clausen, the only German entrant, flying a Klemm cabin monoplane with a Hirth engine, showed a fine turn of

This left Lowe, who had flown a grand race at nearly 148 m.p.h., as the winner, with Edwards second at 102½ m.p.h., and Porteous third at 99 m.p.h., a very good advertisement for the qualities of the little Chilton monoplane in rough weather. Col. Kalla, the Czecho-Slovakian Air Attaché, flying the Be. 51, had the bad luck to make a forced landing during his last lap and must have done well to escape with minor damage to the machine, since the Island does



"Flight" photograph.

The new Schwarz v.p. airscrew, seen on Seidemann's Ago.