

The Miles Magister does some low altitude aerobatic and crazy flying—with a Reigate A.F.S. tender in the foreground.



"Flight" photograph.

ciently for a jump start, and his departures and arrivals were beautifully staged so far as the occupants of the more expensive enclosures were concerned. His motor-controlled vertical descents were duly helped by a strongish breeze.

At about this time there was an unrehearsed (and possibly unnoticed) fly-past by three Belgian Hurricanes on their way to Brussels. The pilots had intended to leave Brooklands in the morning, but weather conditions had prevented them, and it happened that Redhill lay more or less on their way. A little later Flt. Lts. Bulman and Reynell, who had seen them safely away, arrived together in a Hawker Hart.

Mr. R. L. Seth Smith, one of the newer members of the Hawker test team, had brought over the civil-registered Hurricane with constant-speed airscrew and, within the meteorological limits, his performance was quite the best of the afternoon. It was not possible for him to carry out upward rolls, but Mr. Seth Smith showed both the very adequate aileron control and the speed of the Hurricane in a series of smooth, level rolls and steep turns. After his last very slow roll he stayed momentarily on his back and unleashed his undercarriage just as he turned over and came in to land.

Two other aerobatic demonstrations were those by Mrs. Winifred Crossley, in a Tiger Moth, and by Mr. R. L. Porteous in the new Train-engined Chilton monoplane. Since most people imagined, after reading the programme, that the Chilton had its usual Ford engine, Mr. Porteous's performance was all the more admired. His show-piece consisted of a series of upward figure-of-eights, half-rolling off the top of each loop. The Train engine adds 15 m.p.h. or so to the top speed of the Chilton, and improves the general performance considerably as well as giving the machine a longer nose and so making it into a perfect miniature Hurricane—in more senses than one. Mrs. Crossley's performance was smoothly conventional, with a final spin from which recovery was made in "only just" measure. With a Tiger Moth the recovery height was safe enough, and the autorotation was slowed carefully down with increasing opposite rudder so that the dive-out was completed accurately and at low altitude alongside the enclosures.

In its own way the "fly-past of international airliners" was the most impressive of the various events. First came the latest of the modified Ensigns, *Eddystone* (looking less like a lighthouse than ever), then a British Airways Lockheed Fourteen, a D.L.H. F.W. Condor, a S.A.B.E.N.A. D.C.3, and the Western Airways' D.H.86. Lesser and not-so-international airliners were represented by a couple of Rapides, one from North-Eastern Airways and one from Olley Air Service, and two Leopard Moths, which fluffed by in unfitting anti-climax.

Unfortunately, among the programme absentees was the General Aircraft Cygnet and the little Scheldemus. The former had been slightly damaged a day or two before by

a Service pilot, who mixed conventional with tricycle approach technique and consequently dropped it on its nose. In its place Mr. Roxburgh aerobatted a Miles Magister at a singularly low altitude, and the tricycle principle was later represented by the Arpin pusher, which made a cross-wind take-off and the usual tricycle landings.

Forgetting semi-aviation events such as the local A.R.P. demonstration and a doubtlessly personally exciting obstacle race, there remained the Vickers Wellington with its significant engine note. Mr. J. Summers was, in greater measure than the other pilots, foiled by the low cloud-base, but he gave the public some good idea of the manoeuvrability of this long-range bomber. The sight of a machine of this size being brought in with a series of swishtails is always encouraging.

Bad luck or not, the display at least made a good start in pushing the Benevolent Fund, and we believe that, apart from donations, something like £2,000 was taken in hard cash, either at the gates or through the people acting as agents for the tickets. The object of the display was not to make the required sum, but to bring the Fund into the open as a really worthy recipient.



"Flight" photograph.

Sqn. Ldr. Shaw brings the Grunan Baby in after looping down from 1,000 ft.—the cloud height.

Forthcoming Events

AUGUST.

Sat., 5th. Cinque Ports Flying Club: Folkestone Aero Trophy Race.
Sun., 6th. London Air Park Flying Club: Garden Party.
Sat., 12th. Eastbourne Flying Club: Flying Display and Garden Party.

SEPTEMBER.

Sat., 2nd. King's Cup Race and Wakefield Trophy Race. Birmingham.

Sun., 3rd. Gordon Bennett Balloon Race, Poland.

Sat., 16th. Cinque Ports Flying Club: Wakefield Cup Race.

Sat., 23rd. Cardiff Aeroplane Club: London-Cardiff Race.

OCTOBER.

Sun., 1st. Aero Club de France: Coupe Deutsch de la Meurthe, Etampes.

Mon., 2nd-Sun., 17th. Milan Aero Show.