



An unexpectedly strong headwind gave the London-Isle of Man race to the fast machines. The winner was F/O. G. R. de Havilland (above) with the T.K.2, which is seen on the right as it crossed the finishing line.



Second and third in the main race—Mr. Alex Henshaw (above) and Capt. E. W. Percival—who each flew a Mew Gull.

flown, struggles over the line as a winner.

The wind, blowing approximately from the north-west, was probably as strong as 20 m.p.h. in the North of England, while one of only about 10 m.p.h. had been allowed for by the handicappers. Even at the Blackpool turning point the result could be very largely forecast. Though Edwards, the second man to leave Hatfield, had taken a momentary lead, with Lord Londonderry's Hornet a minute or so behind, R. A. Winter's Gipsy Comper (last year's winner—when owned by Lowe) had moved up from eleventh to fourth place, and G. R. de Havilland's T.K.2 was in sixth place after starting fifteenth.



The slide-rule experts gave him as the probable winner, though L. Fontes with his Speed Six Hawk was only two minutes behind him, and nobody had yet calculated the chances of the two Mew Gulls, flown by Alex Henshaw and E. W. Percival.

Sure enough, the T.K.2 was the first to appear over the hills to the north-east of Ronaldsway, but when he crossed the line Henshaw's Mew Gull was already in sight and, at the line, there was only about twenty seconds between them. The next three machines, led by Percival's Mew Gull, arrived a minute later—and from a somewhat peculiar direction. Apparently the Mew Gull had oil on its screen and Percival deliberately flew to the right of his course so as to be sure of avoiding other machines. Winter, in the Gipsy Comper, had dropped his map while rounding the mark boat in Douglas Bay, and had to guess the course of the last leg. Neither of these competitors, nor the fourth man home, Fontes, had been in the race before—a fact which might also help to explain the deviation. Altogether, it was all very unfortunate for the pilots of the slower machines.

### Unlucky

Although there were fewer starters this year, every one of the nineteen came to the line and there were only two casualties. The Chilton flown by Dawson Paul had had its Ford engine hotted up and there had been little time to run it in before the race. Paul put it down at or near Meir Aerodrome, Stoke-on-Trent, with a seized valve. Which was a pity, because this particular Chilton was reputed to be rather unusually fast. A Miles Whitney Straight, flown by E. A. Strouts, forced landed at Chelford, in Cheshire, and apparently the wrong field was chosen; at any rate, it was out for good with a wrecked undercarriage.

Of course, there was the usual rumour that someone had fallen into the sea, and everybody imagined that it must be Bill Humble with his Eagle, rockets and all. Actually, Humble, realising that he did not stand a chance, had throttled back for the sea crossing, and was consequently somewhat late to arrive. Philip Avery, however, had an unpleasant moment with the V.E.F. At Blackpool

he was well up on his handicap, but the head wind had upset his consumption calculations, and half-way over the sea he found that his fuel gauge was showing just nothing at all; he was forced to throttle back, hoping for the best, but ruining his chances in the race. As it turned out later, both S. Cummings' Blackburn Bluebird and J. Rush's Miles Sparrowhawk were disqualified for turning inside the mark at Stanley Park. The Bluebird, incidentally, had been somewhat specially faked, with a cover over most of the side-by-side two-seater cockpit and other items, while the engine had been suitably dealt with by Cummings, who, as a matter of interest, is a motor racing expert.

During the first lap in the Tynwald Race, which was timed so that it would finish comfortably before the concurrently run Manx Air Derby, Porteous' Chilton and Edwards' Avian had taken the lead with the gap between them already closing. Because the three faster aircraft in this race for 120 h.p.-or-under machines disappeared from the



Lord Londonderry, who flew his Hornet Moth into seventh place in the London-Isle of Man race, with his navigator, Flt. Lt. H. T. Ferrand of No. 502 (Ulster) (G.R.) Squadron.