

**ROLLASON, MUIR & RICKARD**

A new school is being opened at the Ford Aerodrome at Bognor by the firm of Rollason, Muir & Rickard, who are so well known for the flying instruction they have been giving at Croydon. They will also be opening a club at Ford under the name of the South Downs Aero Club. The official date of opening will probably be June 4, and from that date on full club facilities will be available.

**BRISTOL**

Pilots who visit the Bristol Airport for the Summer Flying Meeting on June 4 are particularly requested to arrive before 2 p.m., and further to assist the organisers by delaying their departure until 5.30 p.m., when the display programme will be finished. Permission to take off must be obtained from the control tent before leaving. In the evening there will be a dance at the Grand Hotel at 8.45 p.m., and visitors arriving by air will be the guests of the Bristol & Wessex Aeroplane Club. The following

entrants have been received for the Air League Challenge Race, which will be flown on the same day:—

Aircraft	Engine	Entrant	Pilot
Parma III	Hermes	Geo. Parvall & Co., Ltd.	N. Edgar.
Desoutter	Hermes	Phillips & Powis, Ltd.	S. Cliff.
Moth	Gipsy II	C. Nasmyth Shaw	C. N. Shaw.
Moth	Gipsy I	Bristol & Wessex Ae.C.	W. N. Cope.

**SCARBOROUGH**

The Scarborough Aero Club has now received a licence for its new aerodrome at Heslerton, which is on the Scarborough-Malton Road. This is a better aerodrome than previously used, and with the new facilities for instructional flying it is hoped that the club will be able to increase its activities.



**THE CHALLENGE DE TOURISME INTERNATIONAL**  
67 Entries for International Light Plane Contest

THE international light plane contest, which is again being organised by the German Aero Club, has drawn 67 entries, 32 from Germany, 12 from France 8 from Italy, 7 from Czecho-Slovakia, 6 from Poland and 2 from Switzerland. On the German side starts this time John E. Carberry in a new Klemm with "Gipsy" engine, and on the Italian, Miss E. W. Spooner in a Breda 33 with 120-h.p. "Gipsy" engine.

Among the German entries are a number of very interesting new planes. A cigarette factory has entered three tailless machines built in the workshops of the famous German pilot Fieseler, and each powered with two 75-h.p. Pobjoy "R" engines. Eight new Heinkel monoplanes, six new Messerschmidt, seven new Klemm with various types of engines and three new Papenmeyer with 75-h.p. Pobjoy "R" engines are amongst these. The Ernst Heinkel Company has for the first time entered on the production of light planes. Also Papenmeyer appears in public for the first time. He formerly worked together with the well-known young Hamburgian light plane constructor, Bäumer, who a couple of years ago became the victim of a fatal air accident.

The Italians have exclusively entered Breda 33 planes with 130-h.p. S/63 Colombo engines, while the Poles have three PZL.19 with 120-h.p. "Gipsy" and three RWD.6 with 140-h.p. "Genet" engines. The Czecho-Slovakians intend coming with a Breda 15.S having a 120-h.p. Walter "Junior" engine, three Praha BH.111 with "Gipsy III" engines, an L.4 with 100-h.p. Walter and an L.5 with Michl "Orion" 50-h.p. engine, as well as a B.P.5 having Walter MZ 50-h.p. motor.

The French entries comprise a Guerchais T.9 with 100-h.p. Renault, two Potez with 100-h.p. Potez engines, two Caudron "Luciole," one with a 135-h.p. Salmson, the other with a 120-h.p. Lorraine-Dietrich motor, a Mauboussin M.II with 40-h.p. Salmson, two Farman 234 with 95-h.p. Salmsons, a Farman 350 with 120-h.p. "Gipsy," two Marcel Bloch 90 with 115-h.p. Renault engines.

Switzerland is to be represented by a new Klemm and an AC 12.E, both with 120-h.p. "Gipsy III" engines.

Germany is not only starting with new planes, but also has several new engines "up her sleeve," so to speak.



**Air Service Training, Ltd.**

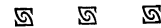
THE training provided at Hamble by A.S.T. has proved to be a great attraction to pupils all over the world. This particularly applies to the Instrument Flying Course, and in this connection it is worth noting that Lis. Potamiamos and Platis, of the Greek Naval Air Service, have obtained the highest marks yet awarded to anyone for this course. Other officers undertaking similar training recently came from Finland, Norway and Siam, while that well-known sportsman, Mr. Brett, from Cannes, is also doing likewise. Mr. Lee Murray, who has recently returned from Australia, has been placed in the highest category after completion of his Flying Instructor's Course. The Instructor's Course is, incidentally, the same as that obtainable at the C.F.S., and close liaison is being maintained between the C.F.S.

There is a new 8-cylinder Hirth of 160 h.p., a new Argus of 140 h.p. and a new Siemens of 135 h.p. Further competitors on the German side are the Japanese Hachisuka with a "Gipsy Moth" and the Darmstadt College of Engineering with its own machine, while a Roumanian, M. Alex. Papanai, of Bucharest, intends starting with a "Monocoupe" 110 having a 110-h.p. Warner "Scarab" motor.

On the whole the competition will be handled on similar lines as the last one in 1930. The organisers have expressed deep regret at Great Britain not taking part this time. On the other hand, they welcome back the Italians in the ranks of the competitors. The technical tests will not take place before August 11 on the aerodrome at Berlin-Staaken. The tests will be extended by the addition of a slow-speed travelling trial and for the fuel consumption test the speed will be considered in the rating to prevent pilots going too slowly. The number of points to be awarded for these technical tests will be practically the same as that which can be gained by the competitors during the air tour. The latter will start at Berlin-Tempelhof and finish on August 27 at Berlin-Staaken. Next day an air race will be held over a triangular course 187 miles long, in which the fast machines will be able to make an extra number of points. This also is an innovation.

The air tour will start at Berlin-Tempelhof, as already indicated, and the first main stage, for which two days are available, will lead to Rome via Warsaw, Krakow, Praha, Brünn (in Czecho-Slovakia), Vienna, Zagreb, Postumia, Vicenza and Rimini. The next main stage, also two days' travel, goes on to Paris over Firenze, Bellinzona, Torino, Albenga, Imperia, Cannes, Lyon, St. Gall, Stuttgart and Bonn. Paris will be reached on August 24, and the 25th will be a day of general rest. The last main stage will pass over Deauville, Rotterdam, Dortmund, Hamburg, Copenhagen, Laholms Bay, Göteborg, Laholms Bay, Copenhagen, Hamburg to Berlin-Staaken. There will be about 26 compulsory stops en route. The total distance to be covered is about 4,660 miles, fairly evenly distributed over the three main stages. On the average each machine will have to cover slightly more than 750 miles per day.

E. P. A. H.



and A.S.T. in order to maintain an equal standard. A new and very complete wireless station will shortly be installed at the school for the purpose of instruction and also of wireless communication between air and ground; pupils will thereby be able to qualify for the Postmaster-General's W/T. air operators' licence. One of the courses which has attracted a large number of pupils is that designed for the beginner who wishes to take up aviation as a profession. This course lasts from two to three years and includes such subjects as Theory of Flight, Airmanship, Rigging, Technical and Practical Navigation, Engineering, Meteorology and foreign languages. Such facts would appear to justify the words of the Duke of Gloucester who, when performing the opening ceremony last June, said the school approached a university status.