

visiting aircraft, and if the city of Stockholm would go to the small expense of erecting a shed for visiting aircraft it would be a great convenience until such time as the proposed new civil airport is completed. It is necessary to take pickets and covers, but the ground allotted for parking is well protected by surrounding woods from any strong winds that might spring up. Pickets hold well in the soil. There are no landing or parking fees at any of the military aerodromes.

A beat and slightly rusty taxi can be obtained at short notice, but the Automobile Association has arranged with the Motormännens Riksförbund and the Swedish Motor Club for members to be met at the aerodrome if the time of their arrival is telegraphed in advance. It is a long but beautiful ride into town.

Stockholm is one of the wonders of Europe for beauty, cleanliness, comfort, and all that's nice. It does not

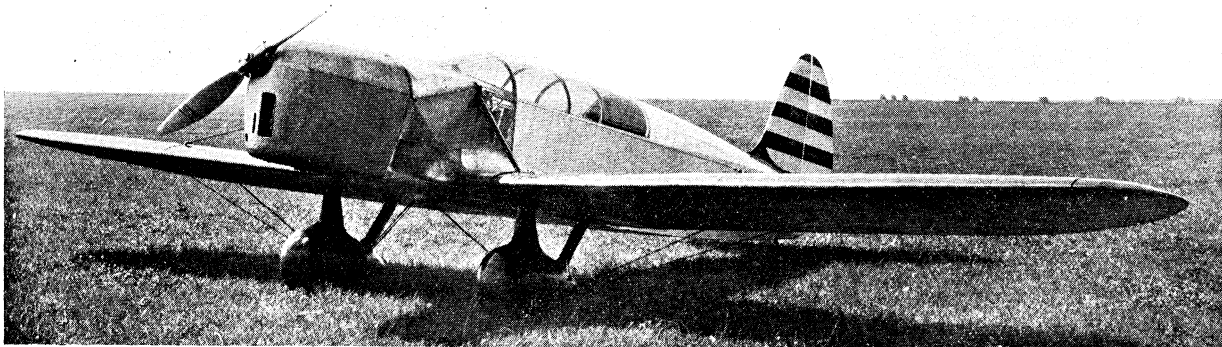
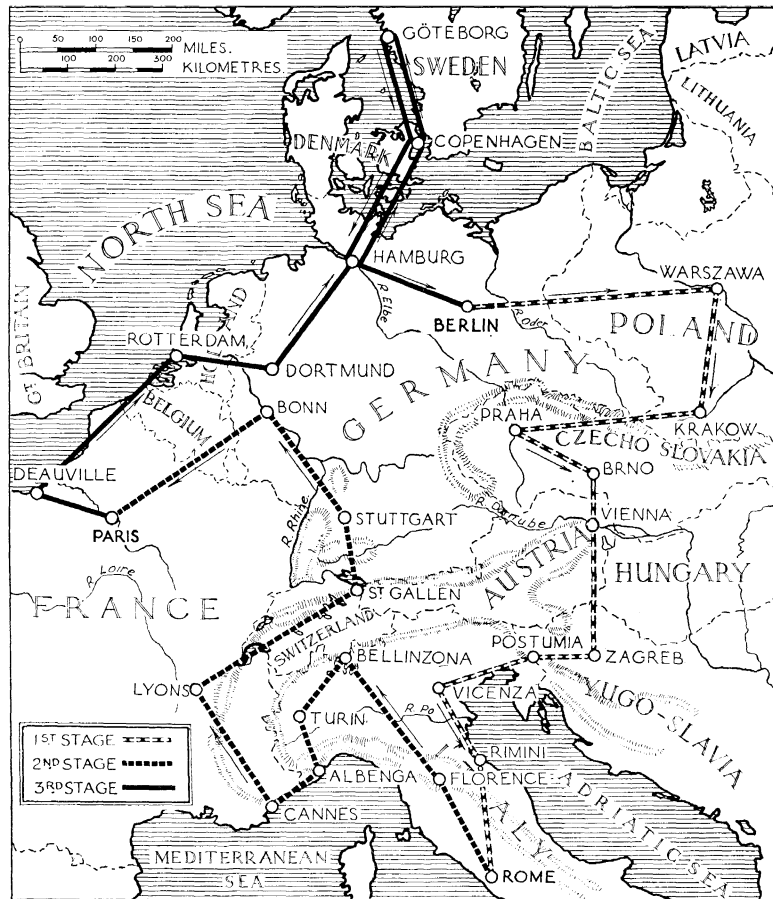
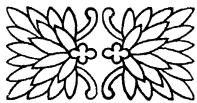
need describing here. I would like to mention Strömsborg. It is an island occupied by a picturesque restaurant at which you should dine on a fine evening at a table in the open. You will have no difficulty in coping with a menu in a strange language nor doubts that possibly you are missing some of the greatest delicacies that are obtainable anywhere. The service is supervised by a very charming lady indeed who speaks the most delightful English. Her name is Astrid Signeul. Place yourself unreservedly in her hands, and if you are grateful to me for the advice, have the kindness to give her my sincerest compliments.

If you go to Copenhagen, De vil blive tilfreds; if you go to Stockholm, ni skall bli nöjd. It seems a shame to mention it, but these are hard times. Sweden is one of the few places where, when you change a pound sterling, you get value for your money.



THE CIRCUIT OF EUROPE

IN connection with the International Touring Competition, which started yesterday in Berlin, a circuit of Europe is being flown. This is divided into three stages, two clear flying days being available for each stage. The stages are: Berlin-Rome, Rome-Paris and Paris-Berlin. The various towns visited on each stage are shown on our map. The circuit of Europe starts on August 21. Rome will be reached in the afternoon of August 22, Paris in the afternoon of August 24, and the finish at Berlin will take place during August 27. There is a "day of rest" in Paris on August 25. The total distance is approximately 4,450 miles.



FOR THE INTERNATIONAL TOURING COMPETITION: Built by Ceskomoravska-Kolben-Danek of Prague, and designed by Messrs. Benesh & Hain, who years ago used to design the Avia machines, the Praga B.H.111 is fitted with a de Havilland "Gipsy III" engine. The machine is credited with a speed of 143 m.p.h. and is a two-seater with "conservatory" cabin. The ply-covered wing is wire braced.