

tween the cover plate immediately behind it and the engine proper to permit a draught of cooling air round certain of the accessories.

The disposition of the great majority of the military equipment may be studied in the accompanying sectional drawing and calls for no comment here.

The bomb cells are located in the centre section and are fitted with trap doors which, when closed, preserve the wing contour. Two large jacks are provided and there are two small jacks for operating the light series doors.

In the Battle the pilot's fixed gun is mounted in the starboard wing clear of the airscrew arc and just inboard of the Rotax landing light. Conventional ring and bead

sights are installed, the ring portion being mounted on the inner surface of the pilot's windscreen.

The observer's gun is fitted to a special mounting which permits the gun to be stowed beneath a conical fairing. Protection is afforded the gunner by a portion of the Perspex cockpit enclosure which hinges, its top protruding above the normal line of the enclosure. The Perspex in this case is moulded by Plastilume Products. The fact that a power-driven turret is not fitted may be significant.

It will be realised, of course, that the layout of the Battle makes for great versatility, and that it could be equipped as a very efficient attack or reconnaissance type with equipment suited to the peculiar needs of the customer.

ZURICH ECHOES

SPACE being an ever-recurrent problem in journals of any description, various small but interesting points had necessarily to be omitted from our reports of the Zurich International Meeting. Later information has also turned up to explain certain deviations from the programme.

In the military single-seater section of the Alpine Circuit, for instance, Major Seidemann won at 240.9 m.p.h. with a B.F.W. Me.109 with a Junkers Jumo of 640 h.p.; according to the programme he was due to fly the same type with a DB 600 950 h.p. engine.

In the course of this race Col. Ernst Udet was unlucky enough to write off his B.F.W. Me.109 while making a forced landing—fortunately without injury to himself. Apparently there was a failure in his fuel supply and his machine hit a high-tension pylon. A Czechoslovakian pilot, Capt. S. Engler, lost himself and also forced landed with his Avia B.534, damaging the machine rather seriously. Forced landings are certainly not very easy on such a course.

The Alpine Circuit for flights of three military machines, flown off during the week, was won by three B.F.W.s, also fitted with Jumo 210 engines, and flown by Capt. W. Restemeier, and Lts. Hs. Trautloft and F. Schleif. Their average speed over the 230-mile course was 233 m.p.h.

One of the competitors in the Climb and Dive Competition, Sgt. Dussart, was disqualified because his Dewoitine 510 fighter

came too low—when pulling out of the dive from 10,000ft. His machine was finally levelled off when well below the height of the little hills immediately surrounding Dubendorf. Altogether it was a fairly nerve-shattering moment.

The majority of the competitors in this event came down in a straight dive, but one or two of them made an aileron turn in order to bring their machines properly over the finishing line, which had to be crossed at a height between 328ft. and 984ft. In our report we did not make it quite clear that the 9,842ft. was measured from sea-level, while the pulling-out altitude was naturally above the level of Dubendorf Airport. This lies at 1,443ft. above sea-level, so the performances are not quite so startling as they might appear at first glance.

Organisers of flying meetings in this country and their technical assistants might have learnt something about loud-speaker arrangements at Dubendorf. It was possible to hear the announcements at any point on the perimeter of the aerodrome. The speakers were arranged at fifteen- or twenty-yard intervals, yet there was not a trace of echo or duplication.

Three of the "arrival" competitors took off from the British Isles—J. R. Micklethwait (9th), who left Heston in his Moth; H. Spillmann (16th), who left Croydon in his Miles Hawk; and K. W. Tank (24th), who left Baldonnel (Belfast) in a twin-engined Focke-Wulf Weihe. After Major Polte, who flew 1,482 miles, the longest distance flown by any of the thirty-eight finishers, was the 1,443 miles travelled by Prince Solms, also in a B.F.W. Taifun with three passengers.

Anglo-German Gliding

DURING last week-end a party of twenty German sailplane pilots arrived at Dunstable for the Anglo-German Gliding Camp which will last a fortnight. The idea is to exchange experience and to foster good relations generally.

Amateur Cinematography

The Complete 9.5 mm. Cinematographer, by Harold B. Abbott, price 5s. Published by "The Amateur Photographer and Cinematographer," Dorset House, Stamford Street, London, S.E.1.

THIS interesting handbook is accurately summed-up in the words: "The beginner can take up *The Complete 9.5 mm. Cinematographer* and find all he needs to know in order to become an expert." The book is full of practical and useful advice and is well illustrated with diagrams and photographs. Having dealt thoroughly with the photographic side the author goes on to describe how to edit films, decide on titles, and, finally, tips on how to give a show.

Brown Bros. Loss

FLIGHT regrets to record the death of Mr. S. Wood, director of Brown Brothers (Aircraft), Ltd., on Monday, August 2.

He was a well-known man in the industry, of which he had a really extensive knowledge. His amiable personality secured for him a legion of friends.

Rotting at Kastrup

THE attitude of Danish import authorities towards private owners who have been rash enough to buy new craft abroad without securing so-called currency licences is causing growing irritation in Copenhagen aviation circles. A number of machines have been standing tucked away in a corner of a Kastrup hangar for a couple of years now. They have all been paid out by way of private clearing arrangements, but are standing idle and useless, "locked" by customs tallies, because the authorities decline to grant the formal licenses required to import the machines. Renewed attempts to save them from rotting were made recently.

Forthcoming Events

- August 3-September 7. Public Schools Aviation Camp, Norwich.
- August 14-22. Yorkshire Gliding Club: Open Contest, Sutton Bank.
- August 20. L'Aero-Club de France: Marseilles-Damascus-Paris Race.
- August 21. Midland Aero Club: At Home.
- August 21. Royal Artillery Flying Club: Garden Party, High Post.
- August 21. Thanet Aero Club: Aviation Meeting and Race.

- August 22-29. Italian Aero Club: Circuit of Littorio.
- August 28 and 29. Cinque Ports Flying Club: Lympne International Rally and Wakefield Trophy Race.
- August 28-September 25. B.G.A. National Soaring Competition, Great Hucklow.
- September 4 and 5. Southend Flying Club: At Home.
- September 10-11. R.Ae.C.: King's Cup Race.
- September 12. Aero Club de France: Coupe Deutsche de la Meurthe, Etampes.
- September 23. Aero Golfing Society: Cellon Trophy.