

AIR NEWS

At Wolverhampton competitors line up for the start of the King's Cup Air Race. It's a speed handicap, with the slow planes taking off first. One of them generally wins. So engine-driver Tubby Wilde has as good a chance as any. As for the really fast ones, they spend more time on the ground than in the air. And Princess Margaret's Hurricane is a real backmarker. When Group Captain Townsend takes off some of the slow ones are nearly two laps ahead out of three! From the word go it's a flat out race with the fast planes trying to make up on handicap.

That's Young's Miles Hawk trainer. And here comes William Moss in his Meescraft, oldest competitor, who crashed to his death a little later. And hurtling through the field the Hurricane passes one after another. Somewhere well clear in front is Edward Day in a Magister. Only the Hurry can possibly catch him. But as they watch at the finish Day dives his Magister to 60 feet in a desperate dash for the line with the Hurricane hot on his tail ... just too late.

So once again the tortoise beats the hare and 24-year-old Kent farmer Edward Day can make a night of it.

No, that's not a late finisher. It's Brab 1 visiting London and to greet her - the Minister of Supply, Mr. Strauss, Lord Brabazon and designer Russell.

One object of the visit is to see if the re-inforced runway will take the 130-ton Brab. There's not much doubt; but you don't take many chances with 12-million pounds.

That's one of the Brab's big problems - finding somewhere to come down away from Filton. Veteran airman Graham White watches amazed as Bill Pegg brings the giant to rest. Brab 1's main job is to find the answers to a number of big questions, which can't be worked out on the ground. She's planned to take 100 passengers from London to New York non-stop, but not till she's got those answers. We put the Queens on the Atlantic; now we're going to put Queens in the air.