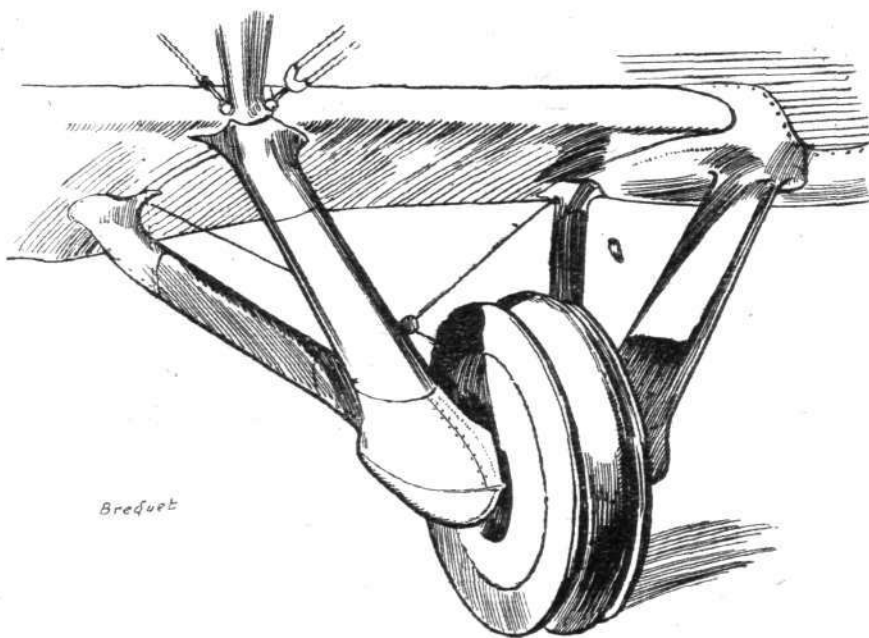


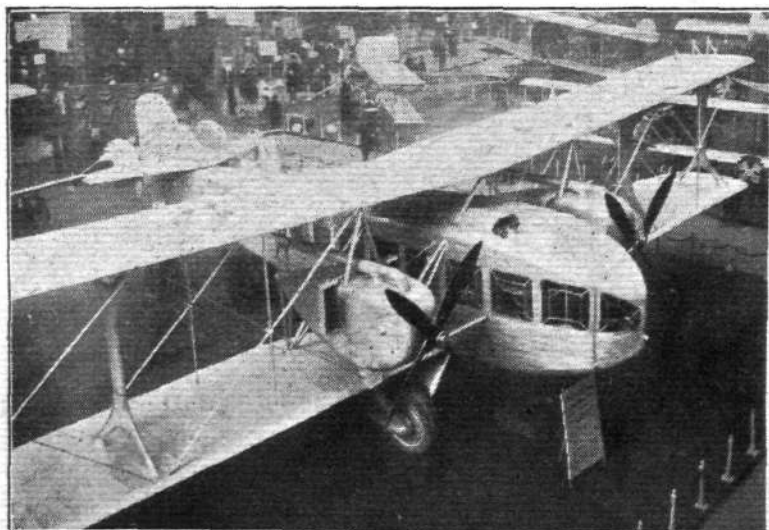
Fuselage of single-engined Breguet "Leviathan."

LOUIS BREGUET—PARIS

As a wonderful effort in metal construction on a large scale the Breguet "Leviathan" type XXII, with two Breguett-Bugatti double engines, compels attention by its excellent workmanship and by the very ingenious detail design. When, however, one comes to take into consideration the cost of production and the revenue-earning capacity of the machine as a commercial aeroplane, one cannot help feeling that better value for money could have been obtained with a simpler and cheaper construction in wood. The Duralumin used must have cost a very considerable sum merely as metal. By the time it has been turned into trellis-work frames, channel-section strip covering, etc., and the innumerable small parts riveted together by literally countless rivets, the cost must be tremendous. Before such a machine could be a commercial proposition it would have to be extremely economical to run. Yet according to the estimates of the makers, the useful load—*i.e.*, the lift available for passengers and freight—is 2,200 kgs. (4,840 lbs.), or, on a basis of 480 h.p. each for the engines, the useful load is about 5 lbs./h.p. This figure is reached, or even exceeded, by several British machines which have cost but a small fraction of the price of the "Leviathan."



Sketch showing one side of the undercarriage of the twin-engined Breguet "Leviathan."



Two views of the twin-engined Breguet "Leviathan."