

The Latecoere Lat. 17 is a small single-engined cabin machine of 300 h.p. carrying four passengers at a speed of 120 m.p.h., and is intended for use on the France-Morocco route.

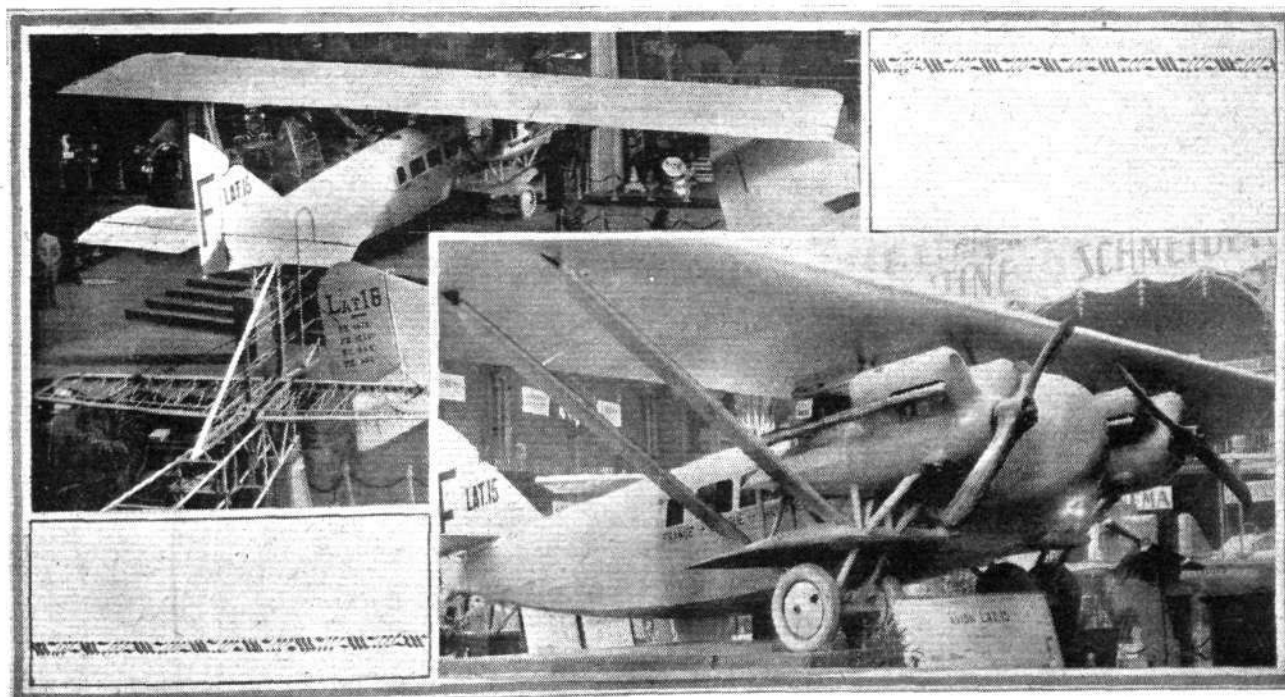
on view a single-seater fighter with Salmson engine. Of the school machines it scarcely seems necessary to speak here, beyond placing on record the fact of their presence. One exception is the monoplane two-seater intended for advanced training. This machine, which is shown fitted with a Salmson engine of 120 h.p., is known as the type H.34, and differs somewhat from its prototype, the standard H.D.34, which is normally fitted with 80 h.p. le Rhone engine. As exhibited the machine is equipped with oleo undercarriage of rather neat type, which should further make the machine suitable for the rough handling it may be expected to receive at the hands of semi-skilled pilots. One gathers that the type H.34 is particularly nice to fly, and that it is capable of being stunted so as to enable pilots undergoing advanced training or "refresher" courses to practise all the various manoeuvres which have to be undertaken in the course of an aerial combat. No particulars of the H.34 were available on the stand beyond those relating to the le Rhone-engined machine, and as it appears likely that the figures for weight and performance are materially altered by the substitution of the Salmson engine, no useful purpose is served by giving the figures.

The most interesting machine on the Hanriot stand is undoubtedly the single-seater fighter biplane, type H.31, which is fitted with a 500 h.p. Salmson radial water-cooled engine. This machine, as well as the training monoplane, is

shown in the accompanying photographs. The H.31 is a partly metallic biplane, somewhat similar in construction to the biplane shown in skeleton at the 1922 Paris show, but quite dissimilar in outward appearance. The wings have main spars of Duralumin box section (rectangular-section tubes) and composite ribs. The wing cellule is a single-bay, I-strut structure of normal type. The fuselage is constructed of Duralumin tubes forming longerons and triangulated struts. The resultant rectangular-section fuselage is built up to a streamline form by the addition of longitudinal stringers.

The 500 h.p. Salmson radial engine is almost entirely cowled-in, each cylinder having a fairing in front of it, as shown in one of the photographs. The Andre radiator is mounted under the belly of the fuselage, on the front chassis struts.

The main characteristics of the Hanriot H.31 are: Length overall, 7.16 m. (23 ft. 5 ins.); wing span, 11.5 m. (37 ft. 9 ins.); wing area, 33.5 sq. m. (361 sq. ft.). Weight empty, 1,144 kgs. (2,520 lbs.); useful load, 571 kgs. (1,255 lbs.); total loaded weight, 1,715 kgs. (3,775 lbs.). Power loading, 7.55 lbs./h.p.; wing loading, 10.45 lbs./sq. ft. Maximum speed at ground level, 250 km./hr. (156 m.p.h.); speed at 8,000 m., 240 km./hr. (150 m.p.h.). Climb to 5,000 m. (16,400 ft.) in 13½ mins. Ceiling, 8,000 m. (26,200 ft.).



The twin-engined Latecoere, Lat. 15, has its engines placed close to the fuselage, and although this reduces the turning moment when one engine is stopped, it seems likely that the resistance of three streamline bodies placed so close together is somewhat high.