

*Hanriot H.41 Training Seaplane*

The Hanriot H.41 (120 h.p. Salmson) training seaplane is an adaptation to the requirements of naval training of the well-known Hanriot H.D.14 training landplane on which Lieut. Thoret made his famous powerless flights of several hours' duration. The H.41 is a twin-float biplane of orthodox timber construction, wire-braced and fabric covered. The floats are built of crossed planking, and are secured to the fuselage by steel tubes.

*Specification of the Hanriot H.41*

Span, 10.26 m.; length, 8 m.; wing area, 34.9 sq. m.; weight empty, 725 kg.; weight loaded, 1,000 kg.; maximum speed, 120 km.p.h.; minimum speed, 52 km.p.h.

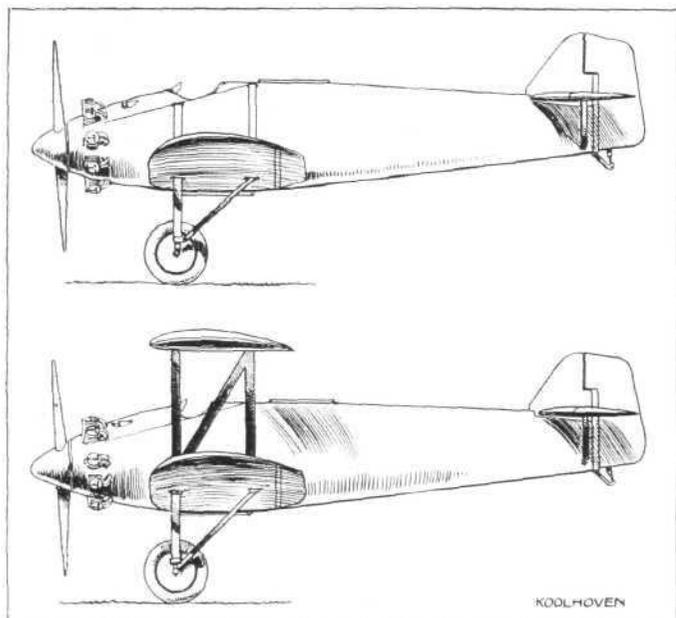
*Hanriot H.14S Ambulance Aeroplane*

The Hanriot H.14S ambulance aeroplane, which was extensively used during the recent campaign in Morocco, where it rendered great services, is again an adaptation of the H.D. 14 training aeroplane.

The H.14 is fitted with a longitudinal compartment which accommodates one stretcher case. A folding seat is also provided in case it is desired to carry the wounded in a seated position.

**KOOLHOVEN**

MR. FREDERICK KOOLHOVEN, who will be familiar to most of our readers from his work in England before, during and after the war, is exhibiting a very interesting little machine at the Paris Show. The most unusual feature of the machine, which is to be known as the type F.K. 35, is that it can be converted from monoplane into biplane and vice versa. Normally the machine is intended to be a low-wing monoplane, two-seater



**THE KOOLHOVEN F.K. 35 is a "Jupiter"-engine two-seater fighter, which can be converted from monoplane to biplane and vice versa.**

fighter, but for use by the air forces of smaller nations who wish to make a special study of economy, the machine can be turned into a biplane and used for reconnaissance. The fuselage is of all-metal (tubular) construction, while the wing is of wood and covered with ply-wood. The engine fitted is a Bristol Mark VI "Jupiter."

The F.K. 35, in addition to its dual form, has several remarkable features in its design, Mr. Koolhoven having ever been strong on originality. Thus, the petrol tanks, which are housed in the wings, are so suspended inside the wings that they can be dropped in case of trouble by the pulling of a lever in the pilot's cockpit. The under-carriage has a very wide track, so that there should be small risk of the machine turning over on the ground. Shock absorption is by an oleo cylinder, a type of undercarriage used by Koolhoven since about 1915.

Another interesting feature of the F.K. 35 is the mechanically operated gun-turret, which enables the gun to be used at high aeroplane speeds. Details of this cannot be given at the moment, but we hope to refer to it in detail in a later article. The armament, incidentally, consists of four guns—two Vickers and two Lewis guns. In addition, there is room

in the fuselage for camera or wireless set. Ailerons are fitted to the lower plane only, and run the whole length of the span.

*Specification.*—Wing span, 10.5 m.; length overall, 8.6 m.; weight of machine empty, 896 kgs.; fuel, 386 kgs.; military load, 286 kgs.; total loaded weight, 1,568 kgs. Speed at 3,000 m., 260 km./hr. Climb to 5,000 m. in 14 mins. Landing speed, 88.5 km./hr.

**LEVASSEUR**

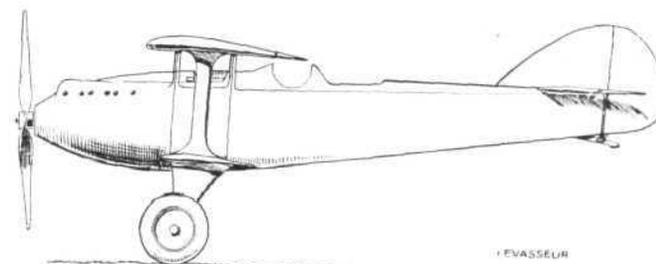
THE firm of Pierre Levasseur, which is one of the largest contractors of aircraft to the French Navy, will exhibit at the *Salon* the following machines: (a) a three-seater shipboard reconnaissance aeroplane, with 450 h.p. Lorraine-Dietrich engine; (b) a two-seater fighter, with 500 h.p. Hispano-Suiza engine; (c) a transport aeroplane, with 420 h.p. Gnôme-Rhône Jupiter engine.



**The P. Levasseur three-seater naval reconnaissance aeroplane has a detachable undercarriage and a water-tight fuselage.**

In addition, there will be found on the Levasseur stand wooden and metal propellers of various types, including the Levasseur-Reed duralumin airscrew, for which this firm is sole licensee for France.

*The Levasseur Shipboard Reconnaissance Aeroplane.*—The Levasseur shipboard reconnaissance aeroplane belongs to the class of naval aircraft which are designated in France under the term *avion marin*, which does not mean, as some suppose, a seaplane, but rather a seagoing aeroplane. The *avions marins* of the French Navy are used both for shipboard and coastal service, in the carrying out of which work they may have to alight in an emergency on water. For this purpose the lower portion of the fuselage is built in the form of a sturdy water-tight hull, fitted with a step; when the pilot has to alight on water, he merely releases the undercarriage and locks the airscrew in horizontal position; the machine can then come to rest without any danger of nosing over, and will float indefinitely. Wing-tip floats contribute to the hydrodynamic stability of the machine.



**The P. Levasseur VI C.2 two-seater fighter with 500 h.p. Hispano Engine.**

The wings are timber framed and fabric covered, while the fuselage is mainly built of plywood over two longitudinal main frames, which are joined by a bottom and a top of plywood. This type of construction does away with all wire bracing, and insures absolute water-tightness. The engine mounting is built of steel tubing. The wings may be folded for stowage on board aircraft carriers.

*Specification of the Levasseur Shipboard Reconnaissance Aeroplane.*—Engine, 450 h.p. Lorraine-Dietrich; span, 14.60 m. (open), 5.67 m. (folded); length, 9.70 m.; height, 3.91 m.; wing area, 60 sq. m.; weight, empty, 1,550 kg.; fuel load, 310 kg.; useful load, 540 kg.; weight, loaded, 2,400 kg.; max. speed, sea level, 185 km.p.h.; speed at 3,000 m. altitude, 175 km.p.h.; climb to 3,000 m. altitude, 20 mins.; ceiling, 5,500 m.