

AT MILAN : The Breda (left) and Officine Meccaniche Meridionali Romeo (right) exhibits.

AIRCRAFT AT THE MILAN EXHIBITION

THIS year's Exhibition at Milan produced several interesting items in the aircraft section, and among the various firms showing, the most important were "Breda," "Caproni," "Fiat" and "Romeo"; while the engine section was represented by the "Isotta-Fraschini" and "Fiat" concerns. Some French engines were also there.

On the Societa Italiana Ernesto Breda stand, the first near the entrance, one saw, in addition to several photographs, etc., of the firm's standard productions, a complete Breda "15" cabin monoplane, fitted with an 80-h.p. engine—the light 'plane which we described in our issue for May 9 last. This little machine has exceptionally pleasing lines—and looks much like a small car—and it was very much admired. It is certainly a thoroughly well-designed and constructed machine, and does honour to its designer, Mr. Pallavicino.

The Breda "A.16" was another machine shown, and perhaps represents the best that came out of the Breda works. It is a single-engined two-seater reconnaissance monoplane of metal construction. Although the "A.16" is not of the latest design—it is, we believe, a development of the "A.7" which we described in FLIGHT for March 15, 1928—this machine competes very well with other types already in service. It is a high-wing or parasol monoplane, and was designed by Mr. Abbate, who has now left the Breda firm.

Next to the Breda stand was that of the Officine Meccaniche Meridionali Romeo, which firm exhibited the "Ro.5," another of the new Italian light 'planes. The "Ro.5"—which, by the way, put up a very good performance in the Italian competition for light aeroplanes—is a parasol monoplane of pleasing appearance. It is a two-seater with the passenger's and pilot's cockpits in tandem, the front, or passenger's cockpit being more or less "enclosed" under the wing.

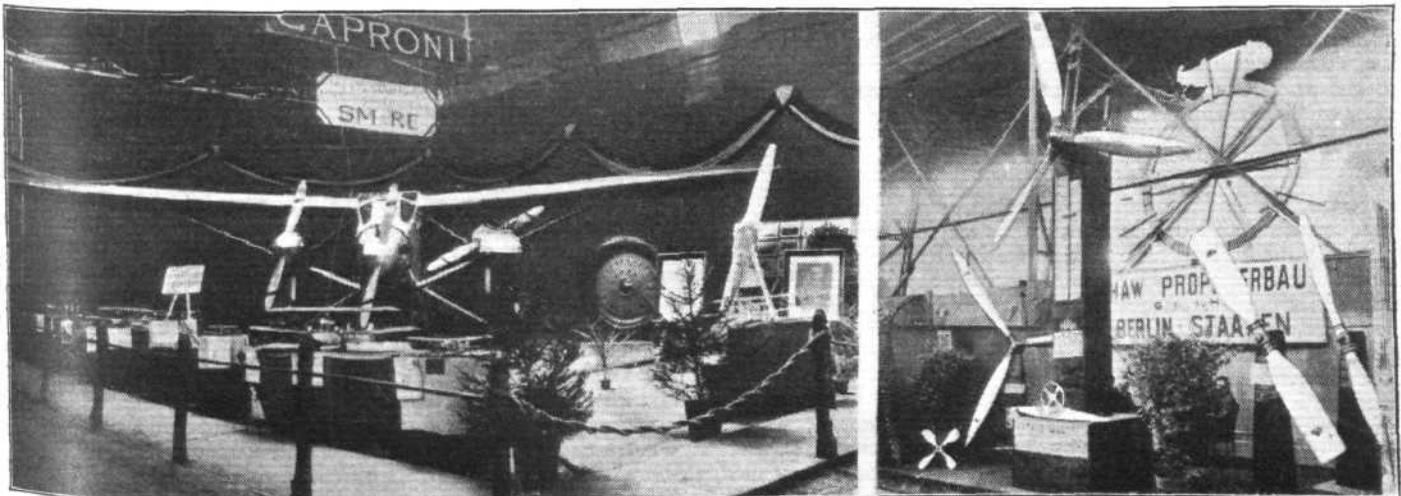
The wings, which have spruce spars and duralumin ribs,

are made to fold back along the fuselage, whilst the ailerons extend along the full span of the wings. The fuselage is of welded steel tube construction, and the power plant—an 85-h.p. Walter (or similar type) air-cooled radial—is mounted in a quick detachable tubular steel mount. The under-carriage is of the divided type.

The Fiat exhibit, in addition to the Fiat engines, consisted of the "A.120" parasol reconnaissance monoplane in skeleton, and the "A.S.1" light 'plane. This latter machine, like the Breda 15, is a two-seater cabin monoplane but of slightly smaller dimensions. The "cabin," however, is formed by enclosing the cabane supporting the wings above the fuselage, so that the "A.S.1" may be described as a "coupé." A description of this machine appears elsewhere in this issue, so we need not dwell upon it further here.

Perhaps the most interesting of the aircraft exhibits was that of the Caproni company, which showed its latest type of aeroplane—an eight-seater, three-engined monoplane, ordered by the Italian Airlines for use over the Rome-Milan-Monaco route, which is, we understand, a rather difficult one. The "Ca.97" is a high-wing braced monoplane with a cabin fuselage, equipped with three 120 h.p. air-cooled radial engines, such as the Lorraine Dietrich. It is mainly constructed of steel, and the cabin is suitably furnished so as to provide the maximum possible comfort for the passengers. An important feature of the "Ca.97" is that, instead of the three engines, it can be fitted with a single engine, installed in the nose of the fuselage, of some 400 h.p. (such as the Bristol "Jupiter"), or with two wing engines of about 200 h.p. Incidentally, this is the first Italian-built machine to be put into service on the Italian air lines, which, up to now, have been operated with Dorniers, Fokkers and Vickers.

Some interesting models of other Caproni types were also shown, one of the giant 6,000-h.p. biplane, which will



AT MILAN : On the left the Caproni stand, showing the Ca97 three-engined commercial monoplane, and on the right the exhibit of Haw Propeller Bau, of Berlin.