

which the new "Asso 1,000" with reduction gear and a maximum output of 1,200 h.p., is the latest development in Italian aero engines. The chief attraction for the general public, however, was the big, imposing "S.55," double-hull, passenger-carrying flying-boat, powered with two "Asso 500" Isotta Fraschini engines. This aircraft has already proved its exceptional air and sea-worthiness in many different enterprises (De Pinedo's transatlantic flights, the Mediterranean cruises of squadrons of the Italian Air Force, the expedition in the Arctic Sea to the rescue of the survivors of the ill-fated polar airship "Italia," etc.), and is now employed by the S.A.M. Co. for their air lines in the Mediterranean Sea.

Perhaps the largest number of visitors was recorded at the Caproni exhibit, where this old-established company showed two of their latest products—namely, the light "Caproni 100T" fitted with the Isotta-Fraschini "Asso 80 Ri" engine, and the 12-seater "Caproni 101" monoplane fitted with three Lorraine engines. This latter machine constitutes a successful achievement of the Italian industry in the field of commercial passenger-carrying machines; the luxurious and comfortable interior was particularly noticeable.

Interest was also shown in the display of models of "Caproni" aircraft, including that of the new "Caproni 6000" fitted with six "Asso 1000" Isotta-Fraschini engines, claimed to be the largest aeroplane in the world. The machine has already established six new world's records.

Alfa-Romeo exhibited the well-known "Jupiter" and "Lynx" engines manufactured under licence, and the new "Romeo D. 200 h.p.," a very interesting engine and the first Italian radial engine of this power.

The Aero Club's exhibit included some interesting "flying models" and a small glider. It is hoped that gliders, which are gaining at present much popularity, will be shown next year in larger numbers.

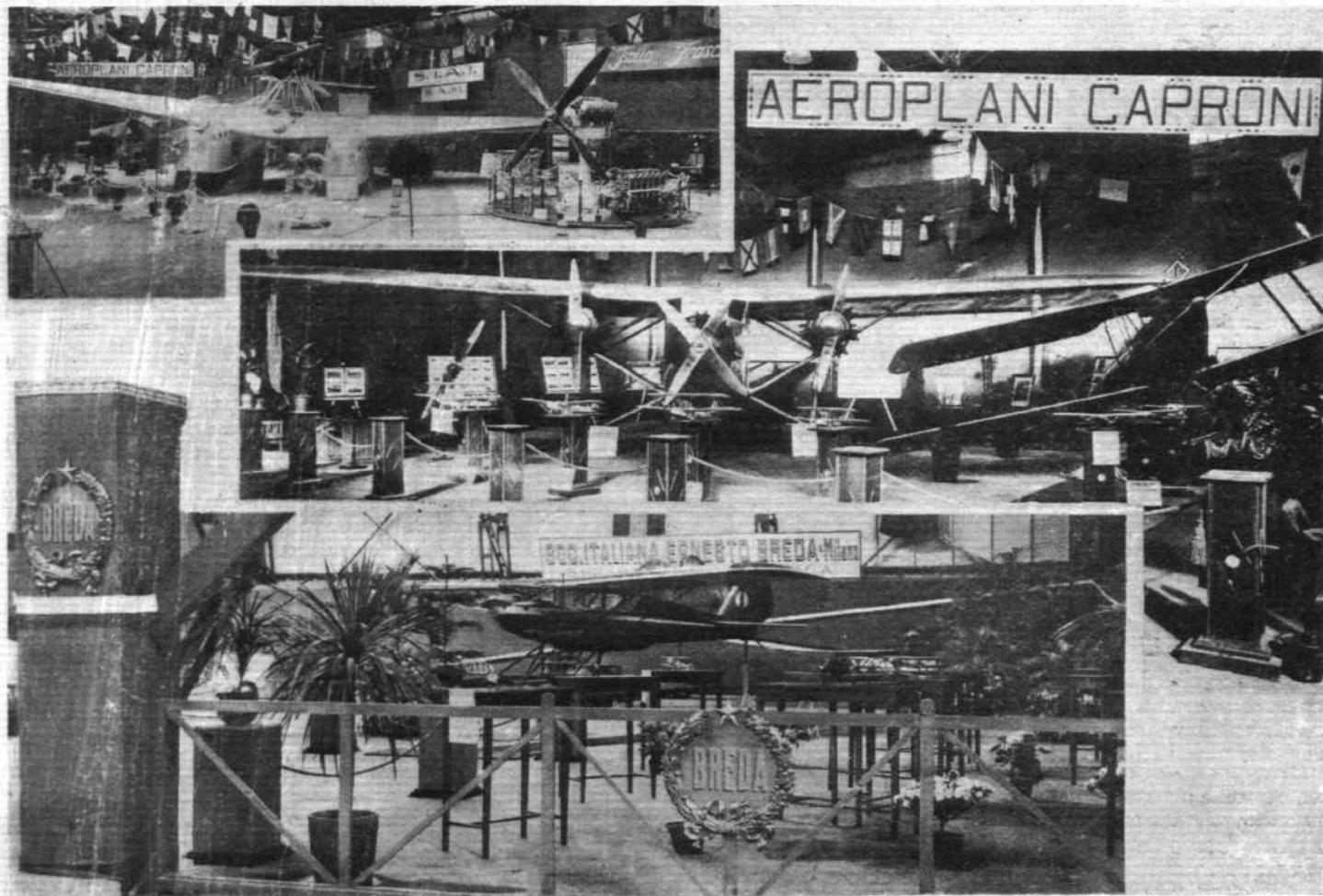
The "Officine Ferroviarie Meridionali" exhibited two "Ro 5" type light 'planes, fitted with the Fiat "A.50" engine, one with the open cockpit, the other with limousine cabin.

Among minor exhibits were the "Spiga" wheel of nearly 8 ft. for the "Caproni 6000" bomber, the "Pirelli" tyres, the "Renuzzi" variable-pitch propeller, the light alloys of the "Società Leghe Metalliche Leggere," and the silencer for "Jupiter" engines of the "S.A.L.V.A."

Foreign exhibitors were few and limited to some French aero engines, such as the Renault 85 h.p. for light aeroplanes, the 200 h.p. Lorraine, and the 500 h.p. Farman, inverted type.

In conclusion, judging by the keen interest taken by the general public in this year's Aero Show and other aviation matters, it would seem that the extensive propaganda carried out by Government Departments and by the Aero Club of Italy has succeeded in creating well-developed air-mindedness among the people of Italy.

C. DE R.



AT MILAN AERO SHOW: At the top is the combined exhibit of Isotta Fraschini, S.I.S.A. (the Savoia 55 flying-boat), and S.A.M. Air Lines. In the centre, the Caproni stand, with the "6a.101," 12-seater three-engined monoplane and the "100 T" light biplane; and below, is the Breda stand. Here was the very neat "Breda 15" light seaplane.

France—S. America Air Mail

THE French airman, M. Mermoz, on May 1, left Marseilles with the first regular mail to be carried all the way by air to South America.

Sport Flying at Johannisthal

WE learn from *Flugsportliche Rundschau* that the first German flying field, the Johannisthal Aerodrome, has been opened for sporting purposes and sporting progress in aviation. Every foreign visitor will be welcomed and heartily expected to pay a visit. The purpose of Johannisthal

Aerodrome is especially for sporting lines, such as the establishment of records and other sporting activities. All inquiries should be addressed to the "Arbeitsgemeinschaft zur Forderung des Sportflugplatzes Johannisthal c/o The Editor, Mr. Gustav E. Macholz, Berlin-Johannisthal, Kaiser Wilhelmstr 45."

Rocket Aeroplane Crashes

THE German pilot, Herr Espenlaub, was injured at Bremerhaven on May 1 when he crashed in a rocket-propelled tail-less aeroplane.