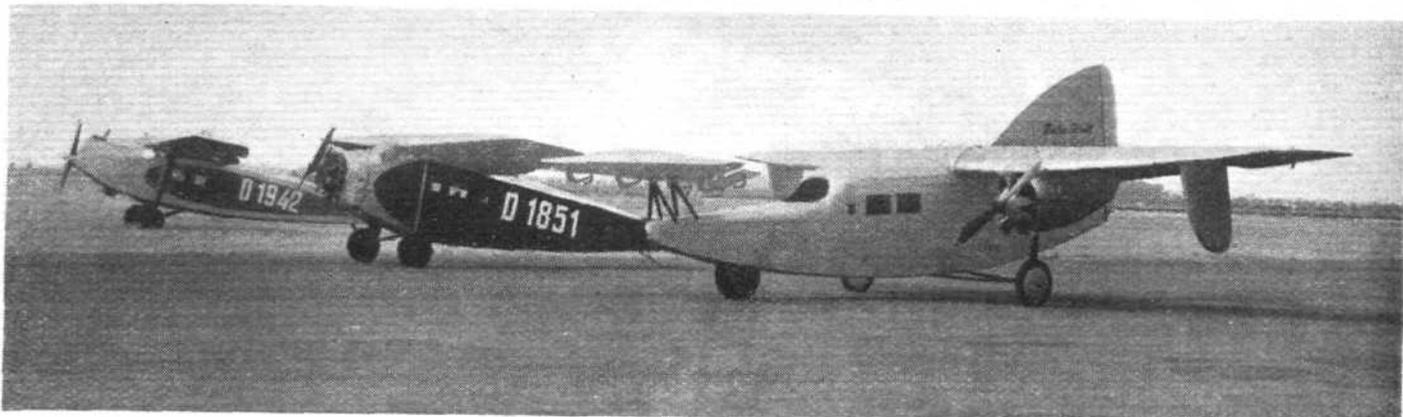




AIR TRANSPORT



THREE RECENT FOCKE-WULF TRANSPORT 'PLANES: The A.32 "Bussard" six-passenger cabin monoplane (280 h.p. Junkers "L-5"), the A.33 "Sperber" for three passengers (145-h.p. Walter "Mars"), and the F.19a "Ente," the interesting "tail-first" machine.

SOME RECENT TRANSPORT 'PLANES

NEW designs of aircraft for commercial air transport are, on the whole, few and far between in this country—a type is designed, produced, and then run for years on some particular air route. Abroad, both in Europe and America, however, aircraft designers are constantly bringing out new types to meet the requirements of various services. This week we illustrate some recent German and American commercial machines, suitable for various classes of work, which possess several interesting individual features.

At the top of this page we show three successful machines produced by the Focke-Wulf Flugzeugbau of Bremen—the A.32 "Bussard," the A.33 "Sperber," and the F.19a "Ente." All are monoplanes, the "Bussard" and "Sperber" being of the high-wing type, and the "Ente" being the interesting and unusual "tail-first" type—with the experimental model of which FLIGHT readers are already familiar.

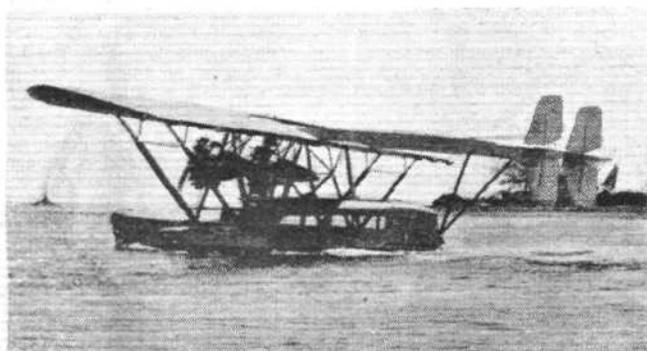
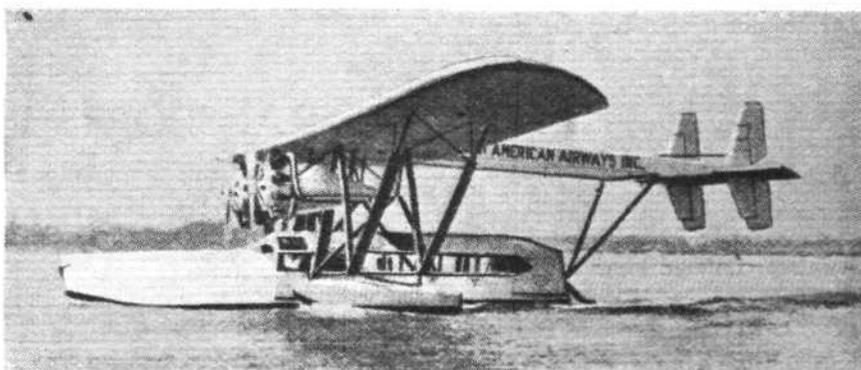
The "Bussard," which is fitted with a 280-310 h.p. Junkers "L-5" engine, is intended principally for passenger work on medium services up to 360 miles, such as are usual in the European air traffic. Ability to undertake abnormally long flights has been abandoned in favour of economy, with the result that this machine can carry two pilots and six passengers with 300 h.p.

The full cantilever wings—of thick section tapering from root to tip of typical Focke-Wulf "Zanonia" or taube shape—are in one piece and of all-wood construction, including the covering. Welded steel tubes, on the other hand are used for the construction of the fuselage, the covering being sheet metal at the engine section, plywood for the cabin, and the rest fabric.

As regards performance, the "Bussard" has a maximum speed at ground level of 119 m.p.h., a cruising speed of 101 m.p.h., and a landing speed of 50 m.p.h. It climbs to 3,280 ft. in just over five minutes and to 9,840 ft. in 24 minutes.

The "Sperber" is a smaller edition of the "Bussard" and represents the latest design in small commercial aircraft produced by this firm. It is intended for light passenger traffic or taxi work, and accommodates pilot and three passengers. The engine is a 145-h.p. Walter "Mars" nine-cylindered, air-cooled radial. Constructionally the "Sperber" is much the same as the "Bussard" except that the wings are covered with fabric and plywood. It has a speed range of 46-103 m.p.h., the cruising speed being 90 m.p.h., and climbs to 2,200 ft. in eight minutes. Its ceiling is 9,850 ft.

As regards the "Ente," we do not propose to say much



Three views of the new Sikorsky S.41, a large amphibian, similar to the well-known S.38, which has been supplied to Pan-American Airways.