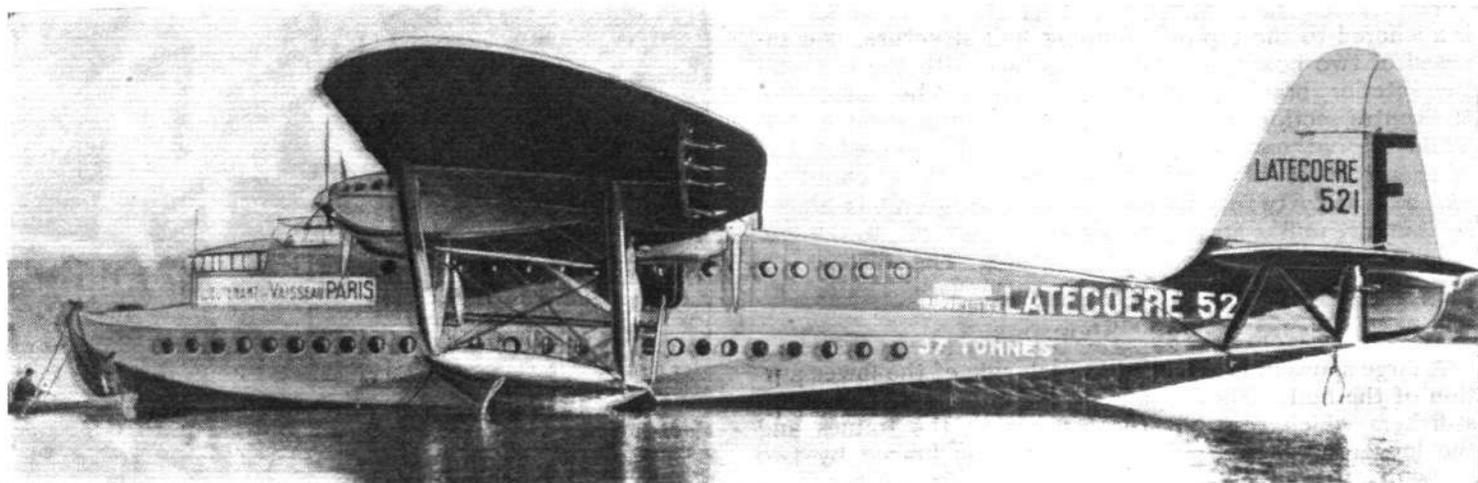


THIRTY-SEVEN TONS in the AIR

First Tests of the French Latécoère Transatlantic Flying Boat : Six 860 h.p. Hispano Engines : Seventy-two Passengers to be Carried on Short-range Journeys : De Luxe Cabins—with Furniture!



An outsize in aircraft : The big Latécoère flying boat at the Biscarosse seaplane base during its trials.

THE new Latécoère 37-ton flying-boat, the *Lieutenant Paris*, which is equipped with six Hispano-Suiza 860 h.p. liquid-cooled engines, began its trials at the Biscarosse seaplane base last week. With a six-ton load this machine made its initial flight around the lake on January 16, flying at a height of about 600 ft. These tests will be continued with gradually increasing loads until a loaded weight of 37 tons is reached.

One of the largest boats yet constructed, the *Lieutenant Paris* has been designed as a passenger transport and postal machine which can be adapted for several different services. For operation on the Air France Marseilles-Algiers line, the machine can be equipped to transport seventy-two passengers with a crew of four. Its total weight for this service will be 69,519 lb. (approximately 31 tons), divided as follows:—

Weight empty, including equipment	43,454 lb. (19 750 kg)
Fuel	9,394 lb. (4 270 kg)
Crew (four men)	880 lb. (400 kg)
Seventy-two passengers	15,791 lb. (7 170 kg)
Total	69,519 lb. (31 590 kg)

For the South Atlantic crossing, Dakar (French West Africa) to Natal (Brazil), some 2,000 miles, the *Lieutenant Paris* will carry its full load of fuel, 5,333 Imperial gallons, and thirty passengers, in addition to the mail and freight. In making the trip from France to the United States, it is designed to make the crossing with a stop at the Azores and transport twenty-four passengers. In both these crossings the machine, when fully loaded, will weigh thirty-seven tons. The following are the estimated performance figures in fully loaded condition:—

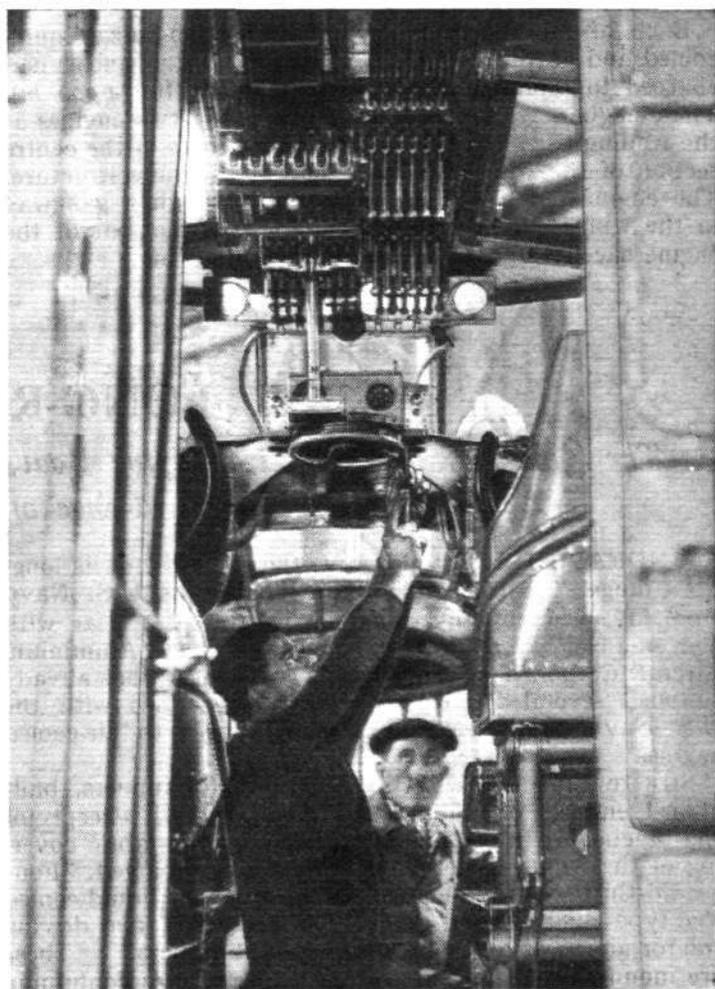
Speed at ground level, 156 m.p.h. (250 km/h); speed at cruising height, 125 m.p.h. (201 km/h); ceiling, 16,400 ft. (5 000 m); range with no wind, 2,812 miles (4 500 km).

The *Lieutenant Paris* is constructed of duralumin and stainless steel throughout with the exception of the fabric covering of the outer wing panels and the tail. The hull consists of two sections: the main hull and the superstructure which covers almost its entire deck.

The main hull is constructed with a heavy keel and equipped with two steps. It is divided into seven watertight compartments, in which all the longerons, stiffeners and cross struts are of open section and easily inspected. The forward part of the hull contains a hold for storing

mooring tackle, anchors, and so on. Three compartments directly aft of this hold are fitted with armchairs and folding tables to accommodate ten first-class passengers, six *de luxe* cabins each containing two beds, a wardrobe and a private bathroom. A bar and a kitchen, together with the second-class cabin, are arranged in the after hull.

The captain's and navigator's cabin is located in the nose of the upper section of the hull. The pilots' com-



A symphony in knobs : The pilots' compartment of the big Latécoère, suggestive of the interior of a submarine.