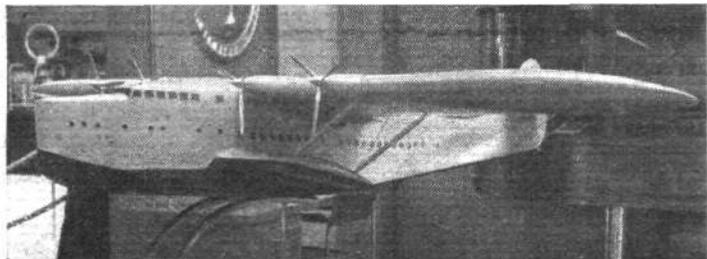


New Trouser Fashions at Stockholm : On the left is the Focke-Wulf fighter trainer F.W.56 with 240 h.p. Argus engine. On the right is the Arado Ar.76 military trainer, with a similar engine.

on the opening day it was constantly surrounded by a large crowd. The fitting up of the interior is neatly and comfortably carried out, and the white finish, with red crosses on the wings and tail, makes a striking ensemble.

Pobjoy Airmotors are represented by two engines, a Niagara III and a Cataract III, and by their genial sales manager, Mr. Shaylor. In view of the interest in light machines now being fostered in Sweden, it would seem that this is a good moment to show our lightest aircraft engine. Standard Radio had not arrived when we saw their stand, but Smiths had a full range



A model of the huge Dornier Do.20 flying boat, which will have a gross weight of 128,000 lb.

of instruments, landing lights, flexible piping, etc., on view.

Although they have no machine in the Exhibition, the Aeronca Agents, Skandinaviska Flyg A.B., have a very well-made model of quite large proportions, and Mr. Kirwan, of Aircraft Exchange and Mart, has brought a demonstrator to the airport. We later learned that Mr. Vilen, manager for Skandinaviska Flyg A.B., and Mr. Kirwan, had worked all night to get the actual Aeronca demonstration machine into the main hall of the biggest department store in Sweden, where it will doubtless be seen by many people. The Aeronca seems to have created a very good impression in Sweden, and at least one flying club has ordered several for school work.

Being the country of invitation, as it were, Sweden had found it expedient to put up a very good show, and one finds the Hart built under licence at the Linköping factory of A.B., Svenska Järnvägsverksstädernas Aeroplanavdelning, together with a skeleton fuselage and wing. The engine is a Bristol built under licence in Sweden by Nohab, and a pair of special skis are shown, for fitting to the existing axles. The Sparmann single-seater low-wing braced monoplane looks very clean and has an excellent aerobatic performance. Outside on the slipway the Sefyr high-wing cabin seaplane is shown. This machine has a Gipsy Six and has been used for film work all over Sweden recently.

Chief among the Finnish exhibits is that of the government-owned factory, known as the Suomi, which shows its Tuisku general-purpose two-seater military machine, fitted with Armstrong Siddeley Lynx IV c. It follows conventional lines, except that provision is made for severe-weather training and the carrying of skis for the crew in a special locker in the

tail. The piping and engine controls are brought through the bulkhead in a very neat manner, and the whole machine is well finished. Several varieties of wooden airscrews were also shown, and a very light plywood float of large dimensions.

As regards Poland, D.W.L. show a tourist type to seat three. It is a high-wing cabin monoplane with Walter Major engine, and appears very much larger than a Leopard Moth of the same seating capacity. It has wheel brakes and folding wings and is constructed of welded tubes with a fabric covering. The very big PZL 23 day-bomber (Pegasus) is fitted with six large dummy bombs between the legs of the undercarriage, and a special type of prone bomber's nacelle beneath the fuselage. It is notable also for the mechanically operated slots extending from the fuselage outwards for about four feet.

The Polish PZL P.11c, fitted with a Mercury VS 2 built under licence, is the only single-seater fighter in the Show. It has a high gull-type wing with the pilot's cockpit at the trailing edge at the bottom of the "V." The brakes are operated by very neat levers connected to rods passing down the legs of the undercarriage, which is not provided with an axle. There are four machine guns, two in the fuselage, firing through the airscrew, and two further out in the leading edge. The construction is of metal throughout and the plating is riveted-on; in some places, such as on the wings and tailplane, it is of finely corrugated section. The speed claim of 370 km./hr. (230 m.p.h.) appears modest; the machine looks as though it would do considerably more.

A neat 60 h.p. inverted four-cylinder engine is shown by Avia. It has a tandem drive at the rear for two Scintilla Vertex type magnetos and looks a sound little job throughout. Avia also show an R.K.17, rated at 355 b.h.p.

In the Czech exhibit, Walter show a full range of air-cooled engines, both inverted in line and radial. They corresponded with English equivalents right up the scale, there being a

(Continued on page 552.)



The Bücker Jungman two-seater trainer, and above it the Rhönsperber sailplane.