

floatplane by Cant (Cantieri Riuniti dell'Adriatico) and a new flying boat by Macchi represented the large marine aircraft for which Italy has such a good name. The Cant is quite a new development and is derived directly from the Z.506 machine, which has added a nice string of records to Italy's tally. It bears the designation Z.506B and is a three-engined type (Alfa-built Pegasus) with a fine slim fuselage incorporating the fashionable ventral bomb stowage. I gathered that the armament arrangements are purely tentative, and that it is unlikely that an order will be placed by the Italian Government.

Apparently the conversions of the big Cant floatplanes of this layout into landplanes have not been unqualified successes.

The Cant people claim as one of the great advantages of large floatplanes that the machines can be kept in service with a pair of spare floats, which can be fitted without disturbing the passenger cabin, as might be necessary with a central-hull flying boat during periods of inspection and renovation.

The firm is still toying with its experimental landplane bomber, the Z.1011.

Macchi's flying boat, the M.C.99, is obviously descended from the twin-engined amphibians operated by Ala Littoria in the Mediterranean. It carries its two liquid-cooled Isottas above the wing and has large flared-out chines, which look a bit old-fashioned. The bombs are stowed in the wings,



The somewhat nebulous military Cant triple-engined floatplane. Armament stowage is quite arbitrary at the moment, but the machine will certainly have a good performance. Beyond it is the incredible SS3, concocted at Guidonia.

and at about twelve one night I happened to be prowling in the vicinity while adjustments were being made in the bomb-cells. I was politely requested to look the other way while the nice flying boat was *en négligé*.

Tests of the M.C.99 are still proceeding, but estimated figures are: Top speed 177 m.p.h., range 4,000-odd miles (presumably with no military load), disposable load 10,580 lb., full-load take-off in 36 sec. (confirmed), and ceiling 17,000 ft.

There are twin machine guns in the bow turret, one in the centre of the hull, and another pair in the stern. The mountings are power-driven.

I was given to understand that three samples have been ordered by the Italian Government. On suggesting that the outrigger mounting of the engines was rather unfortunate aerodynamically I was reminded that the M.C.99 was conceived by the man who designed the fastest aeroplane in the world.

Macchis are building a three-engined commercial boat to do 200 or more m.p.h.

Frankly, I was a bit disappointed in the Italian fighters, but perhaps I have been spoiled by Spitfires, Hurricanes and the rest. Nevertheless, it seems that the Italians take their Fiat G.50 very seriously, for it was released for exhibition only provided it was hung up from the ceiling where prying eyes would miss important details.



The G.50 is certainly a "different" aeroplane as fighters go these days. It uses a two-row 840 h.p. Fiat A.74 RC 38 which has a flapped cowl with troughs for a pair of machine guns. There seems to be no wing armament. What use a two-gun fighter will be is rather difficult to see.

There are flaps, of course, and the ailerons are of unusually high aspect ratio. The good forward-downward view which might have been obtained from the cockpit must be marred by the shape of the centre-section, the leading edge of which juts forward. There is, in fact, a general increase in the size of the wing in that region which is arranged to receive the retractable wheels.

Manufacturers' data for the G.50 are: Useful load 950 lb., top speed 290 m.p.h., and landing speed 73 m.p.h.

The Romano people have a pair of fighters, one the little Ro.41 gull-winged, rigidly-braced biplane as used by the Regia Aeronautica for aerobatic training, and the second the comparatively new Ro.51 monoplane, with the same engine as the aforementioned Fiat and similar armament. The undercarriage is fixed and the vertical tail surfaces shockingly small. I was informed that the type has already been ordered by the Government. Although it is probably quite a sound aeroplane, I was not very impressed by its potentialities as an up-to-date weapon.

A type which did thrill me, however, was the tiny Junkers Ju.112, which made its debut at Zurich the other