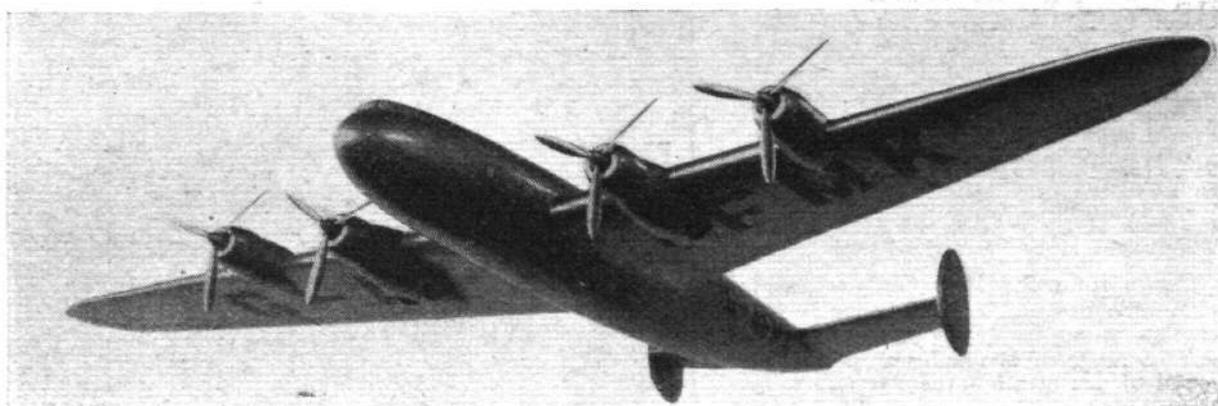


A model of the big Short landplane, three of which have been ordered by the Air Ministry — two for normal and one for high-altitude work.



Span	114ft. (34.77 m.)
Length	88ft. (26.84 m.)
Wing area	1,500 sq. ft. (139.35 sq. m.)
Normal all-up wt.	46,000 lb. (20,801 kg.)
Special all-up wt.	48,000 lb. (21,700 kg.)
Refuelling all-up wt.	53,000 lb. (24,000 kg.)
Payload	6,000 lb. (2,700 kg.)
Max. speed	195 m.p.h. (313 km. hr.)
Max. range (against 40 m.p.h. wind at 160 m.p.h.)	1,300 miles (2,080 km.)
Range of Atlantic type (against 40 m.p.h. wind at 150 m.p.h.)	2,500 miles (4,000 km.)

In the meantime three very much larger boats are in course of construction, and the first of these should appear in a few weeks. In general design these "G"-class boats, as they are designated, will be somewhat similar to the "C"-class boats, but will be fitted with four of the new 1,380 h.p. civil-rated Bristol Hercules sleeve-valve radials. The figures for the "G"-class boat are:

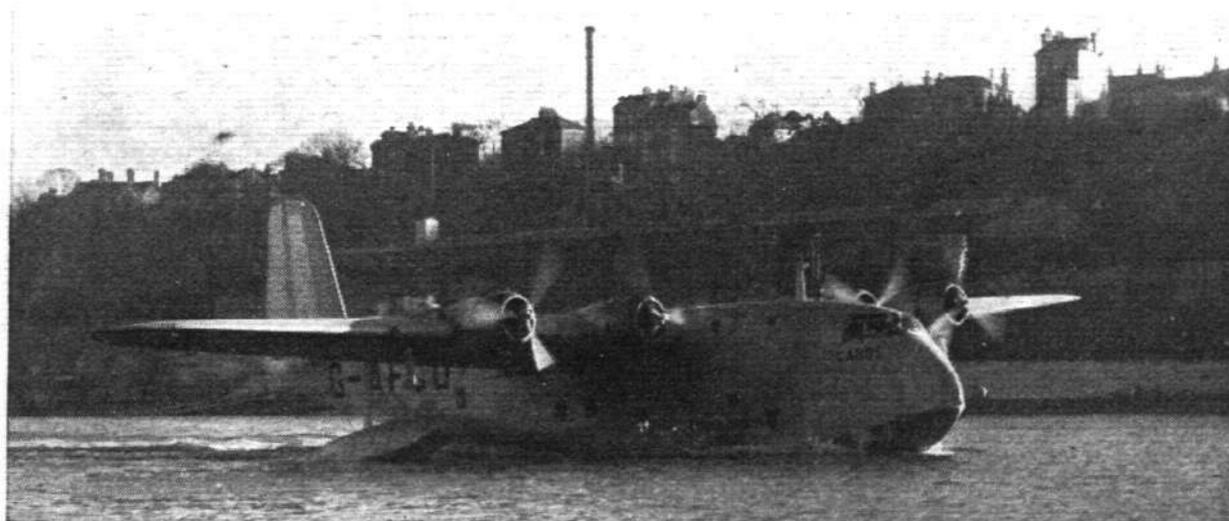
Span	134ft. 4in. (41 m.)
Length	101ft. 4in. (30.9 m.)
Wing area	2,160 sq. ft. (201 sq. m.)
Weight empty	37,600 lb. (17,056 kg.)
Disposable load	34,400 lb. (15,614 kg.)
All-up weight	72,000 lb. (32,660 kg.)
Payload (1,000-mile range at 70 p.c. power)	24,100 lb. (10,900 kg.)
Wing loading	33.3 lb./sq. ft. (163 kg./sq. m.)
Power loading	13 lb./h.p. (5.98 kg. h.p.)
Maximum speed	205 m.p.h. (330 km./hr.)
Cruising speed (70 p.c. power, 5,000ft.)	180 m.p.h. (290 km./hr.)
Range	3,200 miles (5,150 km.)

Towards the end of last year the Air Ministry announced that three large landplanes had been ordered from Short Brothers, two for operations at more or less normal heights, and one for high altitude work with a pressure cabin. These machines, again, will be fitted with four Bristol Hercules engines of

1,600 h.p. and are of the high-wing type. The provisional figures for the 14/38 landplane (as the new type is to be known) are:

Span	127ft. 6in. (38.6 m.)
Length	89ft. (27 m.)
Wing area	1,800 sq. ft. (167.2 sq. m.)
Weight empty (standard)	39,050 lb. (17,650 kg.)
Weight empty (high altitude)	41,310 lb. (18,700 kg.)
Payload with crew (standard)	8,000 lb. (3,630 kg.)
Payload with crew (high altitude)	8,800 lb. (3,980 kg.)
All-up weight (both)	71,000 lb. (32,200 kg.)
Cruising speed (10,000ft.)	246 m.p.h. (395 km./hr.)
Cruising speed (25,000ft.)	275 m.p.h. (440 km./hr.)
Service ceiling (standard)	20,200ft. (6,130 m.)
Service ceiling (high altitude)	32,500ft. (9,880 m.)
Range (standard)	3,420 miles (5,470 km.)
Range (high altitude)	3,370 miles (5,400 km.)

Makers: Short Brothers (Rochester and Bedford), Ltd., Rochester.



The first of the strengthened C-class Short boats on an early test outing. Cabot, which will be used for refuelled Atlantic experimental flights.

"Flight" photograph.

## MANCHESTER AND THE AIRLINES

ALTHOUGH work is still going on in the development of Manchester's new airport at Ringway, this is now quite ready for all comers. It was actually opened last summer and, though a full year's working is not yet complete, the traffic, actual and prospective, is being closely watched by the airport committee and it is quite possible that a central office may be set up in the city itself to deal with nothing but airport business.

The preliminary announcements of this summer's internal airline plans suggests that Manchester will be quite well served, but both the airport committee and the Manchester Chamber of Commerce think that it should be possible, with Ringway so centrally placed in the country, for travellers to leave Manchester at a reasonable hour in the morning and to make a stay of six or eight hours in any of the larger towns in this country and Scotland, before returning on the same day.

Recently the Manchester Chamber of Commerce issued a lengthy memorandum on the subject of airline needs. In brief, the memorandum urged the Government to do something about the old Maybury junction scheme and demanded guidance from the Air Ministry—complaining that the internal air routes have so far been built up without any guiding principle or policy.

After explaining the city's airline aspirations, dealing with the Maybury Report, complaining of lack of policy, describing

the advantages of Ringway itself, outlining the industrial, commercial and private interests which are awaiting airline facilities, and explaining the need for adequate propaganda for commercial aviation, the memorandum summarises its conclusions and recommendations on, more or less, the following lines:—

(a) The unsatisfactory state of the airlines should be brought to the notice of the Air Transport Licensing Authority. (b) The same authority should prevent any stabilisation of the present unsatisfactory state of the airline system. (c) Individual airline operators should be approached in order that the Manchester potentialities can be explained. (d) Efforts should be made to secure Parliamentary support for the various objects set out in the memorandum. (e) A list should be made of the various firms which might make use of good air services. (f) A special propaganda fund, to which interested parties would contribute, should be established. (g) Such propaganda should be put into action before the opening of the 1939 airline "season." (h) The establishment of a central office in Manchester, the function of which would be to provide essential information about air travel, and to serve as a freight collection depot (i) Efforts should be made to attract the general public to Ringway by the provision of flying and other facilities, and by improving the communications between the airport and the city.