



The FN-333 Riviera all-metal four-seat amphibian, subject of a news item on this page, was designed originally by Nardi and is now in production by SIAI Marchetti. Power units for the two current models are Continental engines of 275 and 300 h.p. respectively. As the photographs show, the wing floats retract to form tip shapes during flight. Economical cruising speed is 159 m.p.h.

Sport and Business . . .

Manio Cup. A. J. Stone (Skylark 3b), 222-miles goal flight Lasham-Bridgnorth - Lasham.

Volk Cup. A. J. Stone (Skylark 3b), 222-miles out-and-return flight Lasham - Bridgnorth - Lasham.

California in England Trophy. Mrs Anne Burns (Skylark 3b), 27.6 m.p.h. over 300km triangle Lasham - Frome - Banbury - Lasham.

Douglas Trophy. Army Gliding Club; S. Morrison (Olympia 419), 168 miles from Lasham to near Bodmin; Capt E. G. Shepherd (Olympia 419), 157 miles from Lasham to Cromer, Norfolk; WO E. Stark (Skylark 3f), 250 miles from Odiham to Seaham, County Durham.

Frank Foster Trophy. Col A. J. Deane-Drummond (Skylark 3f), 44.3 m.p.h. over 100km triangle Lasham - Godalming - Pangbourne - Lasham.

Seager Cup. Cdr H. Dimock (T-42 Eagle), 13,500ft gain of height.

LAST MONDAY, February 13, the first Dove 8 in executive service was due to come up for its 100hr check. The aircraft, depicted in the accompanying photographs, is operated by J. C. Bamford (Excavators) Ltd on charter from their Swiss subsidiary company. It is equipped to a "regardless-of-expense" standard that any executive owner would envy. The argument for doing so is that it makes most-weather operation possible with only one pilot, which is sound-enough economics if utilization is sufficiently high to balance the saving of an additional crew salary against the fast depreciation of flight equipment.

A more practical argument, from the Bamford point of view, is that only-one-pilot permits an overall saving in weight and thus a small stretch in range—an important consideration for the long distances over which it is used and for which a long-range fuselage tank has been fitted. There seems reason to suspect also that fixed operating and overhead costs do not weigh too heavily with this firm against the value they expect to receive in return. The scale of the christening ceremony at Hatfield on January 24, Bamford's contribution to it, and the equipment and presentation of the Dove, all suggest that here is an executive aircraft which the operator wants known as a management tool—a functional symbol of status and vitality from experts in the export field.

Be that as it may, nearly 100hr have been covered in company service; and since the christening ceremony the Dove has been almost continuously away from home base. It has been "breaking-in new territory" visiting distributors in Lyons, Naples, Athens, Belgrade, Vienna, Zurich and elsewhere. It is hard to believe that D.H. could have been found a more rewarding first customer.

ILLUSTRATED ABOVE is the SIAI Marchetti FN-333 Riviera four-seat amphibian, the revised version of the original Nardi three-seater design of 1950. The long development of this type has included co-operation with Fiat and a design revision to meet the US Civil Aeronautics Regulations Part 3 in order to obtain an American type certificate. Italian and American type certificates were obtained in 1958. In March 1959 the manufacture of the FN-333 was transferred from Fiat to Marchetti and during that year further improvements to the aircraft were made and flight testing was continued. The design was re-examined to obtain certification for an increase in gross weight to 3,270lb and for a power increase to 320 h.p.

It is now intended to offer the production version of the aircraft in two models: (1) the Model B, powered by a 275 h.p. Continental IO-470 engine driving a two-blade propeller, and having a gross weight of 3,140lb; (2) Model C, powered by a 300 h.p. Continental IO-520 engine driving a three-blade propeller, at a gross weight of 3,270lb. A third version, the 320 h.p. Model D, should be available as soon as the engine receives the necessary FAA approval. The power units of the B and C models are interchangeable.

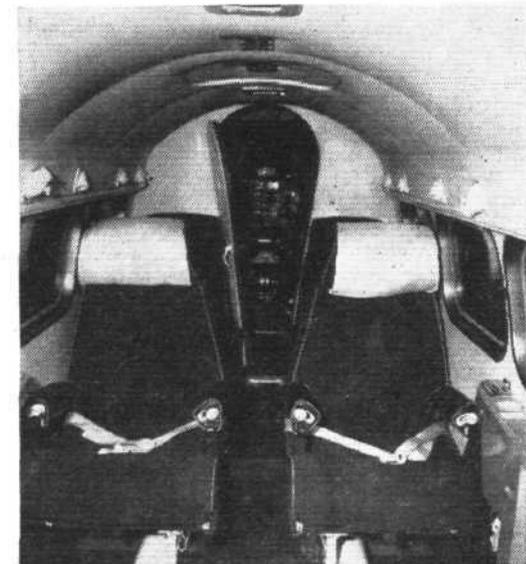
Dimensions and performance data include: span, 34ft; wing area, 163 sq ft; length, 20ft 8in; empty weight (Model B), 2,115lb, (Model C) 2,137lb; useful load (Model B) 1,025lb, (Model C) 1,133lb; cruising speed at 65 per cent power (162 h.p., 2,300 r.p.m.), 159 m.p.h. at 9,000ft; maximum speed at sea level, 177 m.p.h.

RETROSPECT

From "Flight" of February 18, 1911

Brooklands to Brighton: Mr. C. O. Morison has contemplated for some little time flying from Brooklands to Brighton, and on Wednesday last successfully accomplished his object. Starting about 4 o'clock on his Gnome-Bleriot, after making one circuit of the aerodrome, he rose very sharply to about 3,000 ft. and took a good line direct for Brighton. Flying in perfect form he reached his destination, alighting on the beach, after a turn over the sea, a little before five, having covered the distance well under the hour. In landing, the propeller and carriage were damaged.

Earlier in the day Mr. Graham-Gilmour had made a start for the same objective, but owing to engine trouble was not so fortunate as Mr. Morison.



(Left) The Bamford ensemble at Hatfield; Rolls-Royce for transport, excavator for exporting, and Dove 8 "Exporter" for exporting, too. The excavator is an efficient earth mover; the Dove, with its 210 m.p.h. cruise, an effective scene-shifter. (Right) The six-seat executive interior, in grey and white