



THE SAVOIA-MARCHETTI S.66 : Internal arrangement of one of the hulls. A = Forecastle and entrance to main cabin. B = Main passenger cabin. C = Passengers' luggage compartment. D = Sleeping berths and aft entrance. E = Freight and mail compartment.

by steel-strut cabanes, complete with water and oil-cooling radiators and motor-compressor for starting.

The tail surfaces are carried on two V outriggers, each attached to one of the hulls. The horizontal stabiliser is provided with variable-incidence gear, and the one-piece elevator is balanced; there are three vertical rudders located in the slipstream of the propellers.

In designing the S.66 special attention has been given to, apart from comfort and safety in the air, seaworthiness when on the water, and facility for repairs or replacements. As regards the latter, the various units of the machine may speedily be replaced; one of the hulls can be replaced in a day, or a wing unit, the complete tail,

engine nacelles can all be replaced in a matter of a few hours each.

The principal characteristics of the Savoia-Marchetti S.66 are:—Span, 33 m. (108 ft. 4 in.); O.A. length, 16.60 m. (54 ft. 6 in.); height, 4.90 m. (16 ft.); wing area, 125 sq. m. (1,345 sq. ft.); weight empty, 6,100 kg. (13,430 lb.); useful load, 3,000 kg. (6,600 lb.); total weight, 9,100 kg. (20,030 lb.); speed range, 95-235 k.p.h. (59-146 m.p.h.); range, 1,200 km. (745 miles); climb, 2,000 m. (6,560 ft.), 12 min; 3,000 m. (9,840 ft.), 22 min.; 4,000 m. (13,120 ft.), 37 min.; ceiling, three engines, 5,000 m. (16,400 ft.); two engines, 2,500 m. (8,200 ft.); take off in 30 sec. C. DE R.

#### The London-Galway Air Service

OUR Irish Correspondent reports that following a lengthy meeting of the Galway Harbour Board recently, at which the establishment of a London-Galway air service was discussed for some time, the ensuing statement was issued for publication:—"The Galway Harbour Commissioners have had under consideration for some time the establishment of an air service between Galway, Dublin and London. The establishment of an air passenger service in the Free State presents difficulties which are now being considered by the Free State Department of Industry and Commerce. Proposals have been submitted to the Galway Harbour Commissioners by the Iona National Airways, and they propose, when all the arrangements are complete and present technical difficulties surmounted, to put into operation on the Galway-London route a number of 20-seater three-engined cabin machines, similar to those in operation all over the Continent. The service will link up with passenger liners which now frequently make Galway a port of call, and by so doing they hope to be able to transport passengers to London or to different parts of the Continent. The air lines will also operate passenger tours throughout the Free State and to different watering places in England and the Continent. The saving of time in all cases will be considerable, and the selection of Galway as a terminal point will mean a very great advantage to Galway and the Irish Free State generally. The company will be controlled mainly by Irish capital, and will operate the air services with headquarters in the Free State. It will also enter into working agreements with other established lines in England and the Continent."

The statement seems to have cleared the air of a number of rumours that have been circulated regarding the Galway airport recently, and it would appear that some definite action has been taken at last. The Iona National Airways is a Dublin company operating air taxis and a training school at Finglas, a few miles from the city, but they are

not making any statement at the moment. It is stated on good authority in Dublin that this firm will co-operate with Royal Dutch Air Lines in the establishment of the service.

#### Extension of South African Air Mail

THE Postmaster-General announces that a weekly air mail service has been established between Broken Hill (Northern Rhodesia) and Elisabethville (Belgian Congo) connecting with the England-South Africa air mail. Correspondence for the Katanga Province of the Belgian Congo may now be sent by air from this country to Elisabethville, the time of transmission being 9 days. The inclusive air postage rate is 1s. 3d. per  $\frac{1}{2}$  oz. for letters and 7d. for postcards; and the latest time of posting in the air mail box at the General Post Office, King Edward Street, London, E.C.1, is 11 a.m. on Wednesdays. Correspondence should be superscribed "by air to Elisabethville."

#### Air Mails to Madras

THE Postmaster-General announces that, commencing with the service which left London on October 8, the aeroplanes of the England-India air mail service connect at Karachi with the aeroplanes of an Indian air service which flies from Karachi to Madras via Ahmedabad, Bombay and Bellary. The inclusive postage rate for air mail correspondence for India and Ceylon intended for transmission by the new service is:—Letters, first half ounce, 8d.; each additional half ounce, 7d.; postcards, 4d., that is, the same as for correspondence for transmission by air to Delhi. Correspondence prepaid at these rates should reach Bombay on Saturday and Madras on Sunday, two days in advance of correspondence prepaid for transmission by air to Karachi only. Air mail correspondence for India and Ceylon intended for transmission by air beyond Karachi should be superscribed "by air in India."