



**THE ONLY AMPHIBIAN:** Front view of the Heinkel H.E. 57 six-seater. (FLIGHT Photo.)

## I.L.I.S.

### The Stockholm International Aero Show May 15-31, 1931

A brief outline of what there is to be seen at the Stockholm Aero Show was published in our issue of last week. Below we deal in more detail with such of the exhibits as may be assumed to be of interest to readers of "Flight"

**B**Y making use of the Air Mail we were able last week to give our readers a general idea of the character of the International Aero Exhibition at present being held in Stockholm, Sweden. We remarked that England was but scantily represented, although we in this country produce types of aircraft, particularly in the private owner's class and small commercial class, which should be especially suitable for Swedish conditions. The amphibian type of aircraft in particular should appeal to Swedish flying people because the country has but few proper aerodromes, few fields large enough for emergency landings, but miles and miles of inland waterways and lakes, and sheltered bays along the coastline. The seaplane is definitely a more suitable type than the land-plane, but the amphibian is better still, provided the extra weight entailed is not prohibitive. No amphibian type is actually exhibited in the main building, but the Heinkel firm, of Warnemünde, sent over an amphibian flying-boat,

which spends its time partly ashore just outside the building, partly on the water in Lindarängsviken, and partly giving demonstration flights over and in the immediate neighbourhood of the exhibition. We in this country have an effective answer to the Heinkel in the Sanders-Roe SARO boats, such as the "Cutty Sark," "Windhover" and "Cloud," but they were not, unfortunately, to be seen anywhere. In the light plane class no amphibian was seen, and a machine such as the Short "Mussel" would, we feel sure, have attracted a great deal of attention. It was left to the Cierva Autogiro to represent British aircraft, and, in view of its ability to get out of small spaces and to alight in even more restricted areas, the type is undoubtedly very suitable for Swedish conditions. But the ordinary seaplane of more orthodox design is also well suited to Sweden's geography, and a few British examples would have been welcomed.

The seaplane, and more particularly the amphibian,



**THE HEINKEL H.E. 57:** In this three-quarter front view may be noticed the combined tail skid and water rudder. The airscrew tips pass very close to the windscreen and probably cause considerable buffeting. (FLIGHT Photo.)