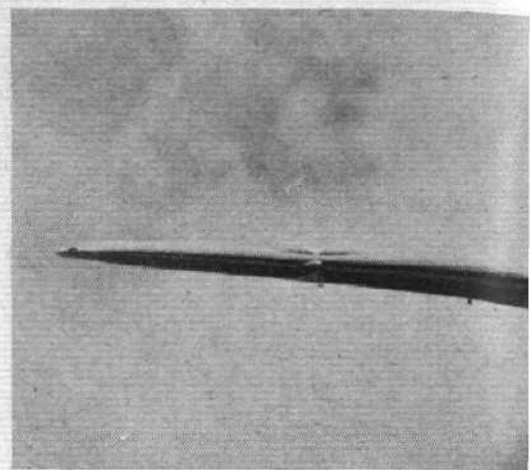


## AN AEROPLANE W



The Brewster aircraft with which we are concerned here is the type F2A, the first of which was designated XF2A-1 to denote its experimental character. This was built for the United States Navy as a shipboard deck-landing fighter. An order was placed for fifty-four of these machines, but when Finland urgently required fighters the Navy agreed to a diversion of most of these. Belgium also ordered some, and more recently Great Britain. One may assume that all these have now been, or will soon be, diverted to this country.

When the U.S. Navy waived its claim to the first batch, an improved version was in the offing, the main difference being that the Wright G-200 Cyclone engine was substituted for the earlier type. Changes were also made in the aeroplane itself, the most noticeable outward difference being the fitting of a larger fin. It is not known whether or not this country will be taking delivery of the latest version, but it is to be hoped that this may be the case, as the per-

formance is bound to be a good deal better with the G-200.

In general design the Brewster XF2A-1 is a monoplane of the mid-wing type, the most unusual features of which are the very short and deep fuselage and the design of the

There is quite a possibility that the Brewster fighter may, as shown in above *Flight* copyright drawing, be used for warding off attacks by Junkers dive bombers.

