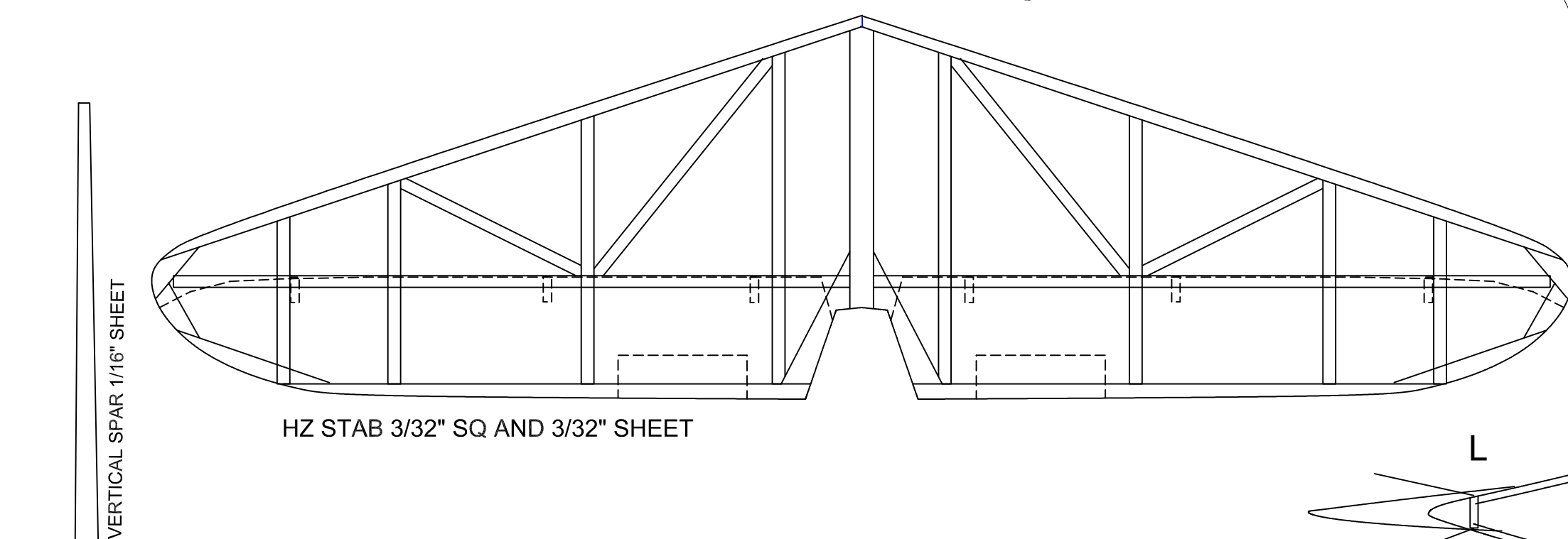


In 1934 Ireland's intrepid ace Col. James Fitzmaurice, backed by the Irish Hospital Trust (sponsors of the sweep stakes), signed an order for a long-distance racer with Bellana, for the 11,300 mile McPherson Robertson race (England-Australia). Although ready in time for the race, the Bellana was not allowed to take off with full fuel load, since no certificate had been issued. After a joy-ride crash during the test flights, the wreck was rebuilt in the U.S.A. In the hands of Jim Mollison it made the record Atlantic crossing in 13 1/2 hrs. Eventually bought by the Spanish loyalists in 1937, it served as a light bomber and utility plane in the Spanish Civil War, and was destroyed in combat.



Technical drawing of a boat hull cross-section. The drawing shows the internal rib structure, which is labeled "RIBS 1/32\"X1/8\"". The hull is shown in profile, with the ribs running horizontally across the width of the hull. The drawing is a line drawing with no shading.

190 M

(after actress Dorothy Ward)

The Dorothy

COWLING CROSS MEMBER NAME

C2-C1

C3

A

B

C

D

E

F

G

H

J

K

L

Power Plant: (28/90)
900-hp Pratt and Whitney
Twin Wasp R-1830

THE ONLY EXTERNAL DIFFERENCE
BETWEEN THE IRISH SWOOP
AND THE DOROTHY WAS A CENTRAL
SKID ATTACHED TO THE KINGPOSTS

WRAP COWL 1/32" SHEET