

## PARIS CONDUCTS SUCCESSFUL AVIATION EXHIBITION ✓

The Tenth Annual International Aviation Exhibition, held in the Grand Palais, Paris, from December 3rd to 19th, 1926, was a success in every way and broke all attendance records, the visitors including people from every walk of life, together with thousands of school children. Thus, if it had no other result, it justified itself from an educational standpoint.

The interior of the Palais was appropriately decorated and the exhibits most artistically arranged. One who had no special interest in aviation could not help but be impressed by the beauty of the Show, which in itself aroused interest and sent the visitor away with knowledge which perhaps he could never otherwise have acquired. Official and unofficial technical and military commissions from all European countries attended and undoubtedly many sales were made to foreign governments.

The exhibition offered nothing sensational or particularly new. It was rather a demonstration of a sane and gradual improvement in cleanness of construction, streamlining, safety precautions, etc. Metal construction predominated and the old wooden fuselage and wing types were practically non-existent. Of the motors, the "Jupiter" type predominated, and practically 75% of the planes were equipped with "Jupiters" of either French or English construction. All of the well known motor constructors except Renault and Farman exhibited new radial air-cooled motors beautiful in construction and most of them proven by their official tests. The best of these were the Bristol and Gnome-Rhone Jupiters; a complete line by Armstrong Siddely; Lorraine Dietrich; Salmson and Walter (Czecho-Slovakia).

The French War and Navy Departments were well represented. The War Department exhibited the winners in the recent pursuit contest; the Wibault 9 Cl, the Nieuport 42 Cl, and the Gourdou-Leseurre. The most interesting plane, from a military point of view, was the new Farman F-160, an experimental night-bombardment plane which has not yet undergone its official tests. It is very clean in design and represents a great improvement over the "Goliath" type. It is designed to carry a maximum bomb load of 6000 lbs.; the bomb-load depending, of course, upon the performance desired. It is a biplane equipped with two Farman geared motors of 500 H.P. each. The plane carries a pilot and crew of 4 men and is well designed for the manipulation of the machine guns, radio, photography and bombing. The Army also had interesting historical and statistical exhibits and demonstrated their search-lights, portable landing lights, field radio sets, photographic apparatus, hoc-

pital planes, parachutes and clothing, together with models of various dirigibles, balloons, balloon baskets, etc.

The Navy exhibited a Schreck "Amphibian", a Farman-Goliath seaplane and a small "Besson" seaplane designed to be carried on a submarine. The latter was particularly interesting. In addition, a small working model of a "catapult" was shown together with a model of the "BEARN", the airplane carrier now under construction.

One of the most interesting exhibits was that of Czecho-Slovakia. While they showed nothing especially new, still their exhibition demonstrated the remarkable progress and possibilities of the aeronautical industry of this new nation. They showed one each of the following types: pursuit, day-bombardment and long distance reconnaissance; observation; transport. In addition, Walter & Co. exhibited a full series of both water and air-cooled motors.

The transport type was well represented by planes constructed by the Breguet, Bleriot, Fokker, Liore & Olivier, Levasseur and Schreck Companies. There was nothing especially new in any of the "transports" except in the limousine coach work and accessories for the comfort of the passengers.

Besides Czecho-Slovakia, there were the following foreign exhibitions:

England - Armstrong Whitworth Aircraft Ltd. showed the "Adjax" bi-place combat or reconnaissance plane. Armstrong Siddeley exhibited a splendid series of radial motors including the "Lynx", "Jaguar", "Mongoose" and "Genet". The Bristol Airplane Co. showed the "Lucifer", "Jupiter" and "Cherub" series.

Italy - The latest types of Fiat motors were shown, including the type used in the Schneider Cup Race. Isotta Fraschini exhibited a series of V and "cylinder in line" types. One of the most interesting motors shown at the exhibition was a new Italian motor, the "Cappa 13" which has just been placed on the market. The motor is very clean in design and develops 400 H.P. It is notable for the extreme accessibility of all its parts. The only Italian airplane exhibited was the Fiat CR of the pursuit type, which is equipped with a 300 H.P. Hispano-Suiza motor.

Holland - Fokker showed a plane of the C.V. type and his well-known 3 engine transport plane of the type F VII 3 M. This plane carried three Armstrong Whitworth Lynx radial motors. The CV is an interesting plane in that by the substitution of motors the plane can be used as a two-seater fighter, long distance reconnaissance plane or day bomber. Koolhoven exhibited a pursuit plane of no particular interest. He has, however, developed a machine gunner's turret which appears to have some value.

French and foreign firms producing accessories were well represented with interesting exhibits. The "self-starters" were mostly of the compressed-air type, similar to the "Hermak" starter which has been tested by the Air Corps Engineering Division. Photographic radio apparatus were interesting. The O.P.L. Company showed their latest anti-aircraft range finder, a camera machine gun and a new aerial machine gun sight which appears to have great possibilities.

Foreign officers and representatives were unanimous in their opinion that the exhibition was a great success and could not help but have a beneficial effect in the education of the public along aeronautical lines and in the development of the industry.