

THE FIRST PARIS AERONAUTICAL SALON.

(Continued from page 11, January 2nd.)

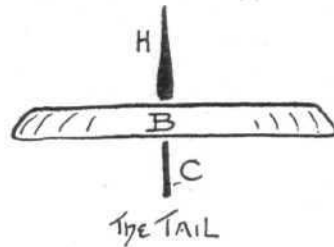
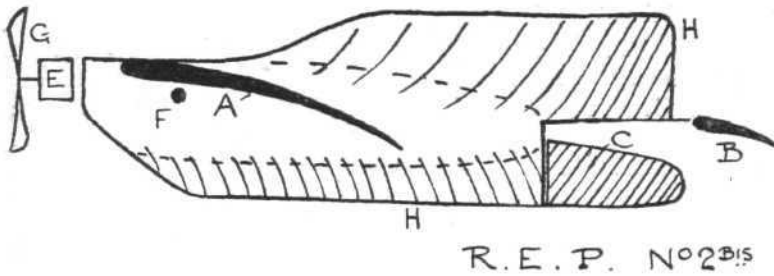
THE following is a brief description of the various aeroplanes at the Paris Aeronautical Show :—

“R.E.P. (No. 2).”

Monoplane constructed throughout at the R.E.P. works (Billancourt, Seine). The wings extend laterally from the forward end of a longitudinal steel girder of semi-circular section, and are so made and mounted that they can be warped for the purposes of steering. The girder

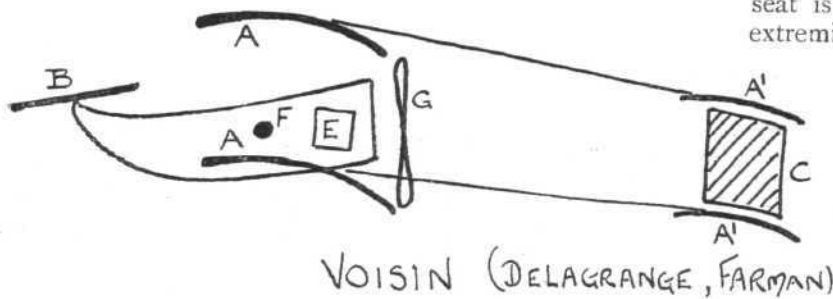
their new Juvisy Aerodrome, which opens on January 10th. The general lines of the machine are well known to readers of *The Automotor Journal*. It has in addition to the two main planes an elevator in front and a rudder enclosed by a box-kite tail. The pilot sits in the centre between the main planes, and is thus

just in front of the engine — a 50-h.p. 8-cyl. Antoinette—which drives a 2-bladed propeller mounted on the end of its crank-shaft. There are two side curtains between the main planes, one near each end.



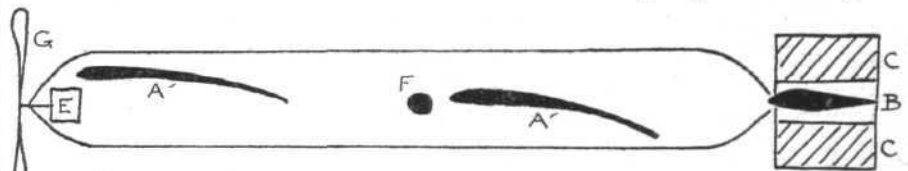
has fixed keels above and below; the latter terminates in a rudder, and behind the rudder is the elevator. In front is the engine, driving a 4-bladed tractor screw.

A feature of the construction is the covering of the entire machine with fabric, so as to present an unbroken surface. Also the top and bottom keels give an unusually large vertical area. Under ordinary conditions, the machine is controlled by a single pivoted lever, which operates the elevator and warps the wings. The rudder is operated by a separate lever working in a notched quadrant, and a third lever is used for setting the elevator at different normal angles.



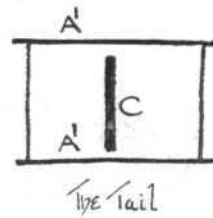
Kapferer (“Astra”).

Double monoplane built by the Soc. Sourcouf. It is a much larger machine than the majority of the single-



seaters, and has a somewhat heavy appearance. The rear main plane has slightly less spread, and is slightly lower, than the front main plane; the pilot's seat is just in front of the rear plane. At the rear extremity of the longitudinal girder is the rudder and the elevator, both members

being divided to extend on each side of a central axis. The engine—a 7-cyl. 35-h.p. R.E.P.—is placed right in front and drives a 2-bladed tractor screw mounted direct on the end of the crank-shaft.



“Delagrangé No. 3.”

Biplane constructed by Voisin Frères, and exhibited by the Soc. d'Encouragement d'Aviation in order to advertise

“Bleriot (No. 9).”

Monoplane built at the Blériot works. It has a V-section longitudinal girder frame, part of the surface of



PARIS AERO SALON.—Side view of the Blériot Monoplane “No. 9.” The central part of the body, which is black, is the flexible radiator.