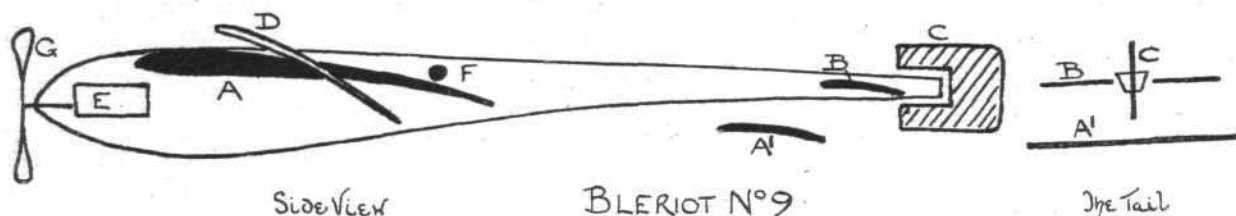


which is formed by the Bleriot flexible radiator described elsewhere. Additional radiating surfaces, constructed on the same principle, but in a different form, are

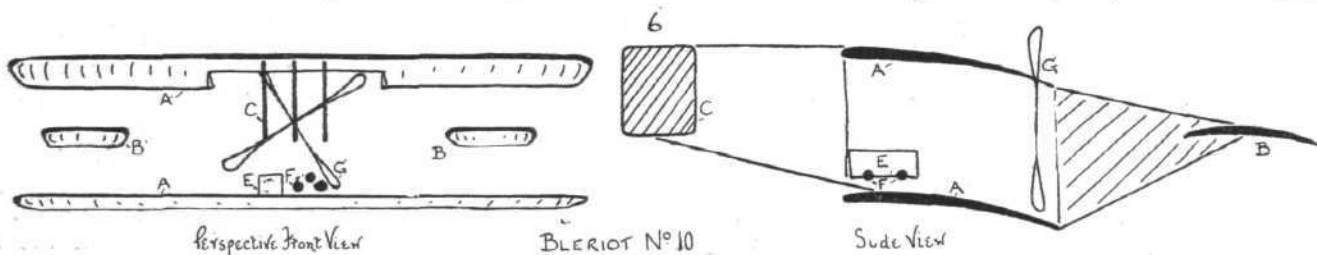
a small keel to give stability. In front is a 25-h.p. 7-cyl. R.E.P. engine, driving a 4-bladed tractor-screw fixed direct to its crank-shaft.



arranged, Venetian-blind fashion, in front. Vellum-like paper is used as a covering surface for all the planes and the body. At the rear are the rudder and the elevator, also a small fixed horizontal plane. The tips of the

**"Wright."**

Full-sized model, not intended for trial purposes, constructed by Chantiers de France at Dunkirk for the Comp. Generale de Navigation Aerienne, of which M. Lazare



main wings are pivoted for steering, in conjunction with the rudder. In front is the engine, a 50-h.p. 16-cyl. Antoinette, driving a 4-bladed flexible tractor screw mounted directly on the crank-shaft.

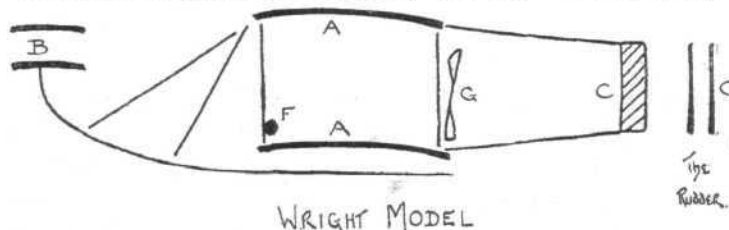
Weiller—who bought the French patents from the Wrights—is a director. The sales are controlled by M. Michel Clemenceau—son of the well-known Minister—who states that he has already disposed of no fewer than thirty-two machines. The first models are to be ready in



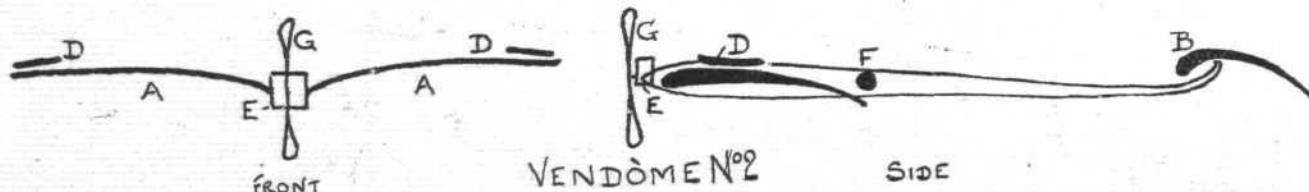
**"Bleriot (No. 10)."**

Biplane constructed to carry three passengers, including the pilot. It is quite the largest aeroplane in the exhibition and one of the largest in existence. The accommodation is distinctly cramped, both front seats being on the same side as the engine and occupying but little more room. The third seat, a mere box, is immediately behind, alongside the slanting chain which drives a large wooden propeller. Two flexible radiators, described elsewhere, form side curtains between the main planes, and two more side curtains are formed by the triangular frames which extend backwards to carry a pair of elevators. Part of the upper main plane is cut away to clear the propeller, and the recess has small kite-shaped baffle-curtains on either side.

February, and will be tested at Cannes, where M. Clemenceau has selected his trial ground. The machines are to be fitted with 25-h.p. Wright engines, made by Messrs. Bariquand and Marre; the transmission is by



chains, one crossed and the other direct, to two wooden propellers, as on Wright's own machine. The control is by two levers. One lever, that on the pilot's



**"Bleriot (No. 11)."**

Monoplane having a relatively narrow spread, only 7 metres. At the rear of the longitudinal girder is a fixed plane with pivoted elevating tips, and above it is the rudder. High up, above the main wings, in the centre, is

right, is moved sideways to steer, by the rudder and by warping the wings, while another lever to the left controls the elevator. The warping is done by diagonal wires attached to the rear corners of both main planes, and the maximum deflection is about 15 cms. Both planes