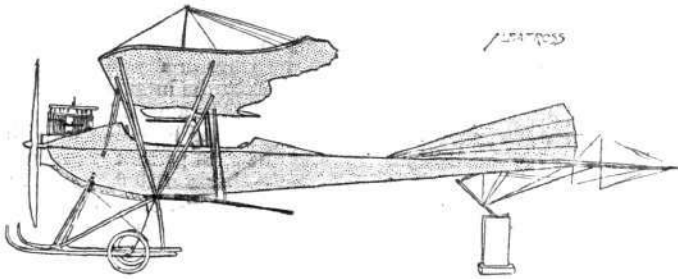


PARIS AERO SHOW.

(Continued.)

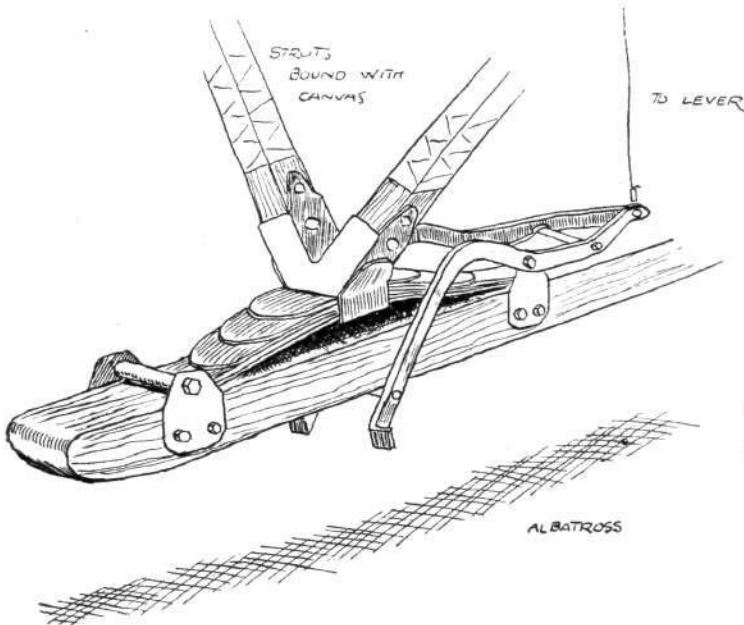
Albatross.

THIS interesting biplane is of the engine-in-front type, and altogether one of the finest examples of workmanship in the Salon. Its fuselage is covered throughout the whole of its length with a thin veneer of wood, the radiator being disposed under the front, below the engine, where it does not interfere with the graceful outline of the



The Albatross engine-in-front type biplane.

machine, and where it is in a position to receive the maximum amount of cooling draught from the propeller. Its main planes are trussed by a system of wooden-compression struts, no wire bracing being employed. The top main-plane is slightly longer in span than the lower one, and its extremities are turned back and given a negative angle of incidence, much after the same manner as that employed by the Etrich machines. Its landing gear is easily the soundest and strongest of all those present at the Salon. In its main outline it has much in common with the ordinary Farman chassis, but possesses the extra advantage that the struts supporting the fuselage are not



Sketch showing flexible attachment of skids by means of laminated steel springs, and landing-brake on the Albatross biplane.

directly attached to the skids, but applied flexibly thereto by the interposition of laminated steel springs. The horizontal stabilising surface is triangular in plan form, and extends backwards from a point level with the rear of the pilot's seat. This surface continues behind the end of the fuselage, and is flexed for the purpose of giving the machine an upward or downward direction.

Principal dimensions, &c. :—

Length ...	... 34 ft.	Weight ...	... 925 lbs.
Span ...	... 44 "	Speed ...	... 55 m.p.h.
Area ...	... 440 sq. ft.	Motor ...	... 100-h.p. Argus.
Price ...	... £1,200.		

Aviatik.

CONSIDERING that only three weeks elapsed between the commencement of the construction of this handsome monoplane and its appearance in all the glory of its resplendent nickel fittings on the opening day of the Salon, it must be observed that the ability to accomplish such a performance speaks well for the excellence of personnel and organisation at the Aviatik works.

Although built under Hanriot licence, there is little to acquaint a casual observer of the fact except that the general disposition of its respective parts is very similar, and that the design of the tail is nearly identical.

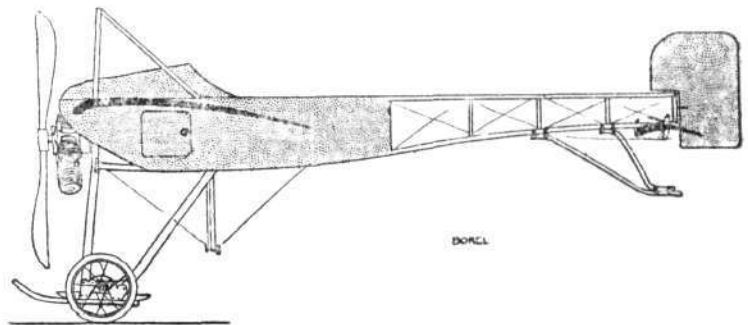
The main body is constructed like the hull of a racing skiff, and at its forward extremity is disposed the motor—an Aviatik of 100-h.p. Petrol is fed by pressure from a tank under the passenger seat to an auxiliary tank slung from the *cabane*, and from this point the feed is by gravity. The landing gear is closely allied to the Henry Farman design, but has the peculiarity that all four wheels are mounted on one common axle. The struts supporting the skids are hollow, with the exception of the front pair. It is a noticeable feature that both German machines at the Salon, the Albatross and the one at present under review, are equipped with hand-brakes in order that they may be brought to rest as soon after landing as possible. In cross-section the wings closely resemble those of the Nieuport. Mounted directly in front of the pilot is the control wheel, which is arranged vertically at the upper end of a pivoted vertical column. The elevation is governed by a to-and-fro movement, warping by rotating the wheel laterally.

Principal dimensions, &c. :—

Length ...	... 31 ft.	Weight ...	... 990 lbs.
Span ...	... 41 "	Speed ...	... 70 m.p.h.
Area ...	... 275 sq. ft.	Motor ...	... 100-h.p. Aviatik.
Price ...	... £1,000.		

Borel Monoplanes.

BOTH the monoplanes shown on the Borel stand, a 50-h.p. single-seater and a 70-h.p. military two-seater, are identical so far as their general outlines are concerned, with the machine with which Vedrines made such a good performance in connection with the *Daily Mail* Circuit of Britain. On this account a lengthy description is scarcely necessary. The main features evident in the machine are the absence of dihedral angle between the wings, the simple and neat landing gear, the *port-a-faux* mounting of the Gnome engine, a system which lends itself to great neatness of design and accessibility, and the lightness of the construction throughout.



Borel monoplane.

Principal dimensions :—

Length ...	... 23 ft.	Weight ...	... 550 lbs.
Span ...	... 30 "	Speed ...	... 70 m.p.h.
Area ...	... 154 sq. ft.	Motor ...	... 50-h.p. Gnome.
Price ...	... £880.		

Two-seater military :—

Length ...	... 26 ft.	Weight ...	... 600 lbs.
Span ...	... 40 "	Speed ...	... 60 m.p.h.
Area ...	... 220 sq. ft.	Engine ...	... 70-h.p. Gnome.
Price ...	... £1,020.		

Breguet.

AMONGST the biplanes present at the Salon there is no doubt that the productions of the Breguet firm must be given pride of place by virtue of the excellence of their performances of the various military trials of the past year. One of the machines on view was the identical machine with which the pilot Moineau obtained second place in the final classification of the machines at the French military trials at Rheims. The machine with which Breguet carried out his flights in Morocco from Casa Blanca to Fez, which machine was previously used by de Montelant at Brooklands in beating the British height record with passenger, was given a place of honour in the gallery. The third was a standard type biplane fitted with a 75-h.p. six-cylinder Chenu motor, driving through reduction gearing a three-bladed Breguet-Regy propeller. In order to preserve more effectively the natural torpedo-like outline of the Breguet fuselage,