

THE THIRD INTERNATIONAL
-AERO SHOW AT PRAGUE-

[LAST week we were able to publish general descriptions of all the Czechoslovak aeroplanes exhibited at the Third International Aero Show, which closed on Monday of this week. We were also able to publish silhouettes of nearly all the machines exhibited, with the exception of a few that arrived rather late at the Show. Of these we give silhouettes this week. The general descriptions of the French and German machines, illustrated where possible with photographs, will be found in the following pages, and next week we hope to conclude our Prague Aero Show report with sketches of constructional details of such machines as appear to merit a detailed description. It should be realised that many of the machines exhibited were of types that have already been described and illustrated in FLIGHT, and of such it is not intended to give detailed reports. The general descriptions and data should give sufficient information to enable our readers to form an opinion as to the merits of any given type, and the more novel machines will, as already stated be dealt with next week.—Ed.]

THE FRENCH EXHIBITS

LOUIS BREGUET.

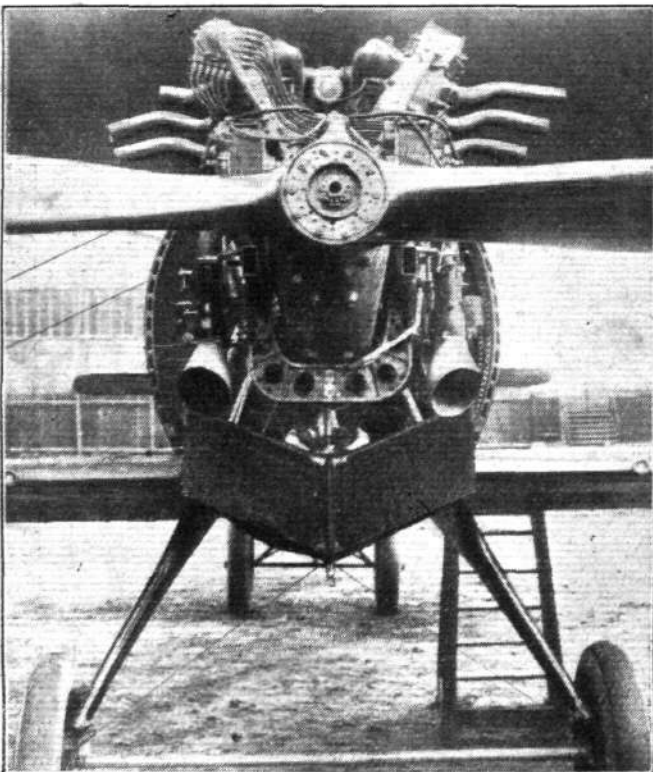
THE Breguet exhibit consists of one of the type XIX sesquiplans, now world famous on account of the remarkable flight made by Lieut. Pelletier d'Oisy on one of these machines from Paris to Shanghai during his attempt to reach Tokio. It is a reconnaissance machine of all-metal construction, fitted with a 370-400 h.p. Lorraine-Dietrich or a 450 h.p. Renault engine. The fuselage is constructed of detachable duralumin tubes of a special type forming the longerons, and in place of the usual struts, formers of lattice girder construction—stamped from flat sheet—are employed.

* As indicated above, the Breguet XIX has a large top plane and a smaller lower plane, both separated by single I inter-plane struts built up of duralumin. The top plane, which is set at a dihedral angle and is slightly swept back, is supported on the fuselage by an enclosed vertical cabane or panel to which the wing-roots are attached.

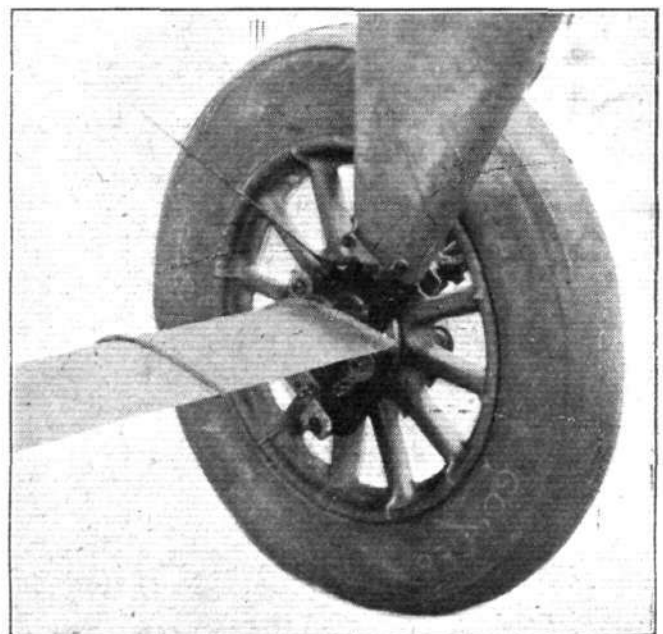
The lower plane, which is without dihedral, is in two sections, each being attached to wing-roots on the fuselage by bolt-and-pin points. Ailerons are fitted to the top plane only. Duralumin is mainly employed in the construction of the main planes, which are fabric covered. The horizontal stabilising plane is adjustable as regards incidence during flight. Rudder and elevator are unbalanced.

The landing gear, as may be seen from one of the accompanying detail views, consists of two single struts, carrying at their ends the axle, sprung by rubber cord. The chassis struts are braced transversely by wires.

A tubular framework supports the engine in the fuselage, and all the members of this engine support are assembled by means of bolts and nuts. The radiator is of the Breguet type, with Gaupillat tubes, moving in and out of the fuselage for the purpose of regulating the temperature. Principal characteristics: span (top), 14·830 m. (48 ft. 11 ins.); span (lower), 11 m. (36 ft. 4 ins.); overall length, 9·510 (31 ft. 5 ins.); wing area, 50 m.² (538 sq. ft.); weight, empty, 1,250 kgs. (2756·25 lbs.); useful load, 831 kgs. (1832·3 lbs.); weight (laden), 2,081 kgs. (4588·6 lbs.); speed, 235 km. per hr. (145·7 m.p.h.); ceiling, 7,000 m. (23,100 ft.).



Front View of the Breguet XIX, showing mounting Lorraine-Dietrich engine. Note the André retractable radiator.



One side of the undercarriage of the Breguet XIX. Note the single strut undercarriage, the streamline axle fairing, and the Artillery type wheel instead of the usual wire-spoke type.