

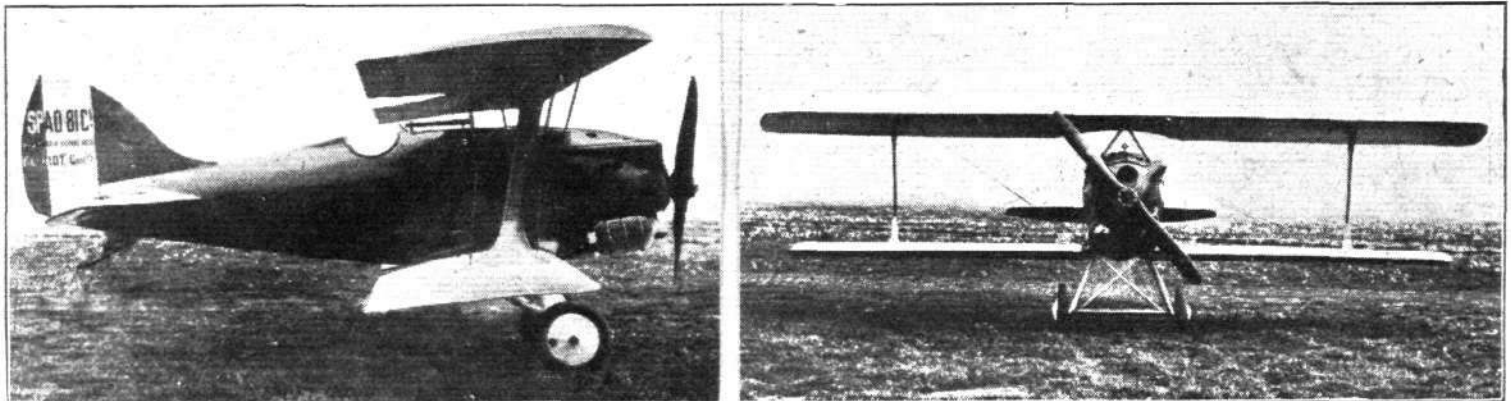
**THE BREGUET XIX, 400 H.P. LORRAINE-DIETRICH ENGINE :** This actual machine was used by Lieut. Pelletier d'Oisy on his flight to the East.

**BLERIOT-SPAD.**

THE Blériot-Spad exhibit at Prague is one of the type 81 C.1 Scouts. This is a single-seater biplane fitted with a 300 h.p. Hispano-Suiza engine. The fuselage is well-streamlined, of elliptical cross-section, and is built up of layers of three-ply tulip wood, rolled and crossed over one another and covered with fabric. The engine section consists of two ply-wood spars supported by an arrangement of tubular steel and duralumin. In the lower part of the fuselage are two duralumin struts, to which are attached the bottom planes and the landing chassis. The top plane is in two sections, and is attached to a vertical panel, consisting of four steel tubes

enclosed in an aluminium fairing, extending upwards from the fuselage. The lower plane, also in two parts, is attached to small wing-roots formed integral with the fuselage by the struts previously referred to.

Upper and lower planes are built up on two rectangular duralumin spars, braced by duralumin tubes and steel wire, while the ribs are of pressed duralumin. The top plane is staggered forward 35 cm. (17½ ins.). Upper and lower planes are separated by a single I-strut on each side of the fuselage. This strut is built up of duralumin, reinforced at the ends and attached to the wing spars by articulated joints. External bracing is of the usual lift and landing wires.



Two views of the Blériot-Spad 81 C.1, 300 h.p. Hispano-Suiza engine.



**THE DEWOITINE MONOPLANE, 300 H.P. HISPANO-SUIZA ENGINE :** The machine actually exhibited at Prague is fitted with the new type Lamblin radiators mounted on the struts of the undercarriage.