

machine is, of course, of very advanced type, both in aerodynamic design and in its structural features, as well as in the matter of armament and general military equipment. A general-purpose day and night fighter of this type would undoubtedly have appealed tremendously to the more discriminating visitors to Paris, but they will have to rest content with an examination of photographs of it. Specimens of typical Hawker construction will be shown.

In addition to the Bristol engines already mentioned, British aero engine firms will be represented as follows: Armstrong Siddeley Motors, Ltd., by two Cheetah IXs, one of which will be shown fitted with Ratier constant-speed variable-pitch airscrew, and a Tiger IX; Cirrus-Hermes Engineering Co., Ltd., by a Cirrus Minor and a Cirrus Major, Mark II; and Rolls-Royce, Ltd., by a Kestrel VI and Kestrel XVI, and last, but not least, by a Merlin, the new high-power R.R. engine which is being fitted in so many of the latest types of military aircraft. British plugs will be represented by such world-famous names as K.L.G. and Lodge.

Britain's contribution of aircraft instruments to the Show will be in the hands of Smith's Aircraft Instruments and Short and Mason; Standard Telephones and Cables, Ltd., will exhibit wireless transmitting and receiving sets; while H. M. Hobson, Ltd., will show the progress this country has made in the matter of engine accessories such as carburettors, boost controls, and other automatic controls which save the modern aero engine and make the pilot's life a little easier.

Gallay, Ltd., will show radiators, oil coolers, cabin heaters, and tanks.

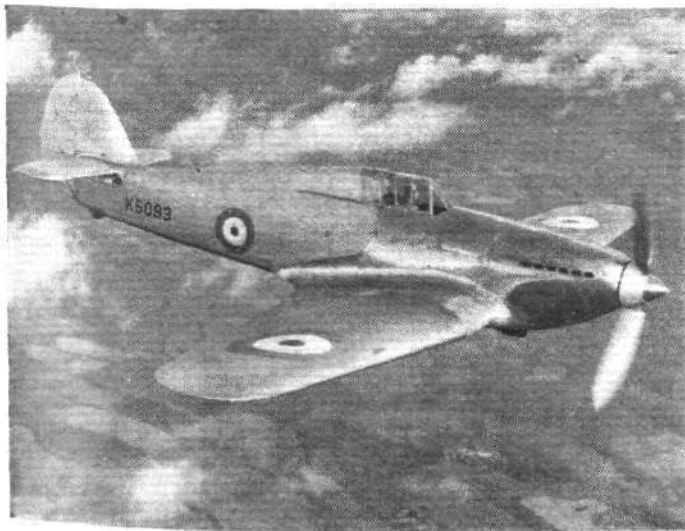
Wheels and tyres play a very important part in the life of an aircraft, and the examples to be shown by the Dunlop and Palmer companies will worthily uphold British pres-

of the SERIES

France, Great Britain, Holland, Poland,
Germany and Italy Absent

tige in this direction. Aircraft Components, Ltd., will have an exhibit representative of the wide range of undercarriage and wing flap retracting gear upon which Mr. G. H. Dowty has specialised for several years, and the internally sprung Dowty wheel, so useful for fitting on non-retracting undercarriages, is bound to attract attention.

So small that they are easily overlooked when examining an aeroplane are many of the Simmonds "Aerocessories,"



Originally the Hawker Hurricane was to have been shown at Paris, but Air Ministry permission has been refused. (Flight photograph.)



An interesting project is the Hanriot monoplane of which this is the scale model.

but at Paris they will be on view in an attractive form, calculated to demonstrate the importance of little things. The new Simmonds-Theed vacuum control will also be on view.

Lubrication has ever been one of the essentials to good and smooth running of any machinery, and the aeroplane with its engine is no exception. Tecalemit, Ltd., will show the range of equipment which has made the name famous throughout the aircraft world for many years.

French Aircraft Exhibits

An interesting exhibit will be the new Amiot long-range postal aeroplane, type Amiot 341. This is a very clean twin-engined cantilever monoplane, which will be available with two Hispanos or two Gnome-Rhone engines. A speed of close upon 300 m.p.h. is claimed for this machine.

Marcel Hanriot, whose father was one of the pioneers of French aviation, will exhibit a mid-wing braced monoplane, type H.220, which is a three-seater military type incorporating all the latest improvements such as supercharged engine, retractable undercarriage, flaps, and so forth. When fitted with air-cooled engines of 500-600 h.p. the speed is claimed to be about 300 m.p.h.

Two machines will probably be exhibited by the Loire-Nieuport company. One is the Loire 46 single-seater fighter with air-cooled engine (any type between 700 h.p. and 1,100 h.p.) and the other a Loire 250, which is also a single-seater fighter, but a low-wing monoplane, whereas the Loire 46 is a strut-braced gull-winged type. The 250 has a Hispano 14Ha air-cooled engine, and is credited with about 300 m.p.h.

Lioré & Olivier will exhibit but one full-size machine, the LeO C.34 Autogiro, but will show scale models of a number of aircraft types, including the LeO 46 seaplane fighter, the LeO 246 commercial seaplane, and the LeO H.47 transatlantic flying boat.

Henry Potez will show one full-size machine and a number of scale models. The machine is the Potez 63, which is a twin-engined general-purpose military type, fitted with two Hispano 14 Hbs air-cooled engines, with which it is said to attain 310 m.p.h.

The light-plane field will be looked after by two French firms, of which S.F.A.N. will exhibit the S.F.A.N.4, which is a two-seater version of the Kronfeld Drone. S.C.A.L. will show a little pusher monoplane similar to that on which Col. Fitzmaurice flew from Paris to London recently.