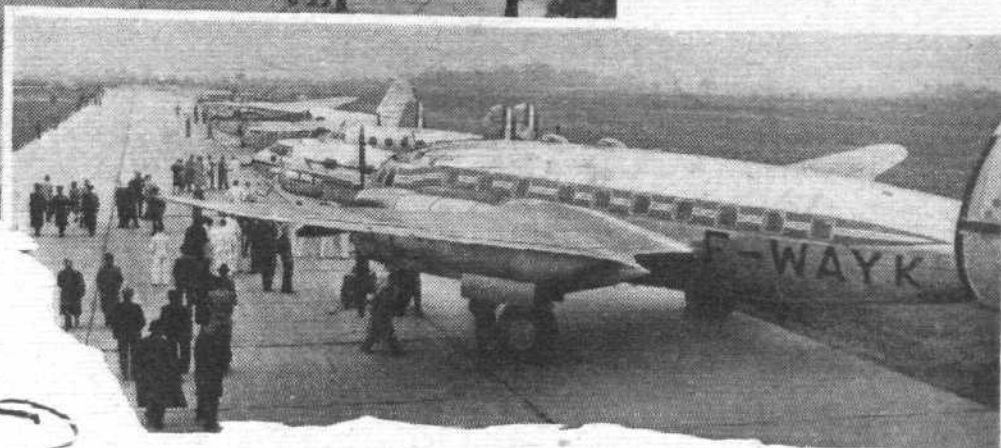




*Well-organized
Flying Display
as Culmination
of Paris Show*

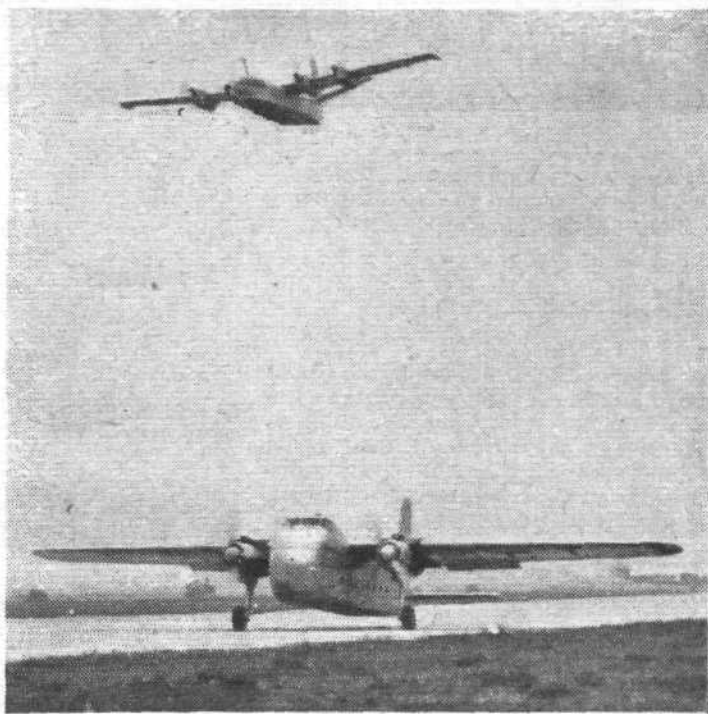


ORLY

Illustrated by "Flight" Photographs

IT has been said that no other country in the world stages an air display and exhibition to compare with that of the S.B.A.C. This we believe to be true, but the excellence of the 1949 Paris Show and its culminating air display at Paris-Orly Airport deserve the highest praise, staged, as they were, by a country whose aviation industry, unlike our own, has up to now been grappling with the task of recovery from complete wartime dislocation. No fewer than 26 French aircraft, the majority entirely new (with several too large for exhibition in the Salon), took part in the flying display. They included examples from almost every class: helicopters, trainers, medium and very large airliners and freighters, research types and jet fighters. Of particular interest as indicating the capabilities of the French manufacturers were the prototype S.E.2010 Armagnac 80-seater long-range airliner (in the Stratocruiser class with a span of 160.5ft) and the Dassault 450 Ouragan interceptor with Nene turbojet—France's most businesslike and promising jet fighter to date.

The display opened on the morning of Saturday, May 14th, with a ground exhibition of the aircraft taking part in the flying display. Entrance was limited to ticket-holders, the general public having an opportunity to examine the aircraft on the following day. The flying



The general views at the head of the page are typical. Above is the S.E. 1210 scale-model flying boat over the redoubtable Bristol 170; at left the access end of the double-deck Breguet 761 and the N.C. 211 Cormoran heavy freighter.



display was preceded by an official luncheon, at which the hosts were M. Georges Hereil, President of the Union Syndicale des Industries Aeronautiques, and M. Raymond Saulnier, President of the Executive Commission of the 18th Salon International de l'Aeronautique. Among the 2,000 guests in the hangar used for the function was Lord Pakenham; he was lunching with M. Christian Pineau, the French Minister of Works and Transport.

Weather could hardly have been poorer without actually preventing the flying from taking place. It was dry, but the light was so bad, due to a heavy haze, that airfield runway and obstruction lights were necessary to guide the pilots. The British industry made up in