In putting Great Britain on the map at Valenciennes the Meteor aerobatic flight of No. 64 Squadron were unintentionally on the map themselves— a marvellous cloud-map of the U.K. (and the tip of France) as our picture shows. The manner of the flight's break-up is illustrated below.

Meeting

National

de l'Air

Illustrated by "FLIGHT "

S

O fair stood the wind, for France early on the morning
of Sunday, June 27th, that our glossy new George-Able-King-How-Charlie sped us from dear old Croydon to Valenciennes-Denain in one hour five.

The Jimminy (as the controller was pleased to address that vehicle) having been turned out to grass, we stood ourselves a breakfast of beer and sandwiches and settled in to enjoy one of this year's series of Meetings Nationaux de l'Air. A pre-meeting" (genuine French, this—vide programme) was arranged before lunch for the diversion of the early-comers and as a try-out for the big show, which came on in the afternoon.

The arrival of the cortege officiel, on the dot of two-thirty, was duly observed with martial and musical honours;

but a moody wind frustrated a stick tricolore of parachutists from the school at Pau. Monique Caillard, a Government flying instructress, thereupon proceeded to put her specially modified Stampe single-seater through a succession of elegant, intricate and varied manoeuvres, and M. Vinsonneau, in a Nord 2000 glider, severed all connections with a Salm-son-engined Storch tug and rolled, looped and slid inverted down the sky with the greatest of ease and adroitness.
Our good friend Jacques Noetinger, on the Potez 75 anti-tank missile-platform, showed that he is as proficient a demonstration pilot as he is at publicizing French aircraft, or at writing articles and books, or drawing clever little sketches, or handling press-men or flying a Reserve-squadron Thunderbolt at week-ends, or controlling a meeting, or