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aerobatic contests and the Types 42 and 43 showed how the maker's experience has been applied to a new generation of trainers. The act was co-ordinated and included flick rolls performed from inverted descents and bunts which were no sooner established than the aircraft were put into gyra-tions almost too fast to allow analysis. The precision of the CAP 10 will long be remembered, largely for the upward rolls which were exactly vertical and which were checked with equal accuracy at the four quarter points. The manoeuvres were classical, interspersed with stall turns which sliced faultlessly through 180°.
Another aerobatic performance of note was that of the Siai Marchetti Warrior, noteworthy for the exceptional smoothness of sequence. The aircraft was eased gently over the top of its loops which as a result were truly circular and its rolls were straight and slow. For contrast the crazy circus of Rallyes never allowed the attention to wander. No sooner had three flown by in formation, with the leader towing a banner which had been snatched from the grass, than an individual machine would leap from the grass, slats trembl-ing, in an impossible attitude. All the while the new all-yellow trainer loitered overhead until the moment arrived for it to conclude the act with a seven-turn spin. Demonstrating the light and medium twins can be a thankless task but there is always some noteworthy point to be made and no less skill is required than that of the aero-batic gymnasts. At one end of the spectrum lies Bob Hoover whose performance has become a legend in its own time. After a sequence of smooth, sweeping ^loops and rolls his display this year tightened a little. An engine was feathered and rolls became hesitations—crisply four-pointed—and then as the Shrike Commander rose through the vertical both propellers stopped. Another loop was followed by a
roll before the aircraft touched down (alternating from
one main wheel to the other) and rolled silently to its
chocks.

More prosaic, yet significant, performances came from
the HS.748 and the Skyliner, the first with its wide door

HUGH FIELD describes the flying display—"Flight" photographs by TOM HAMILL

PARIS SHOW REVIEW