

"Flight" Copyright.

Main float of Breguet hydro.

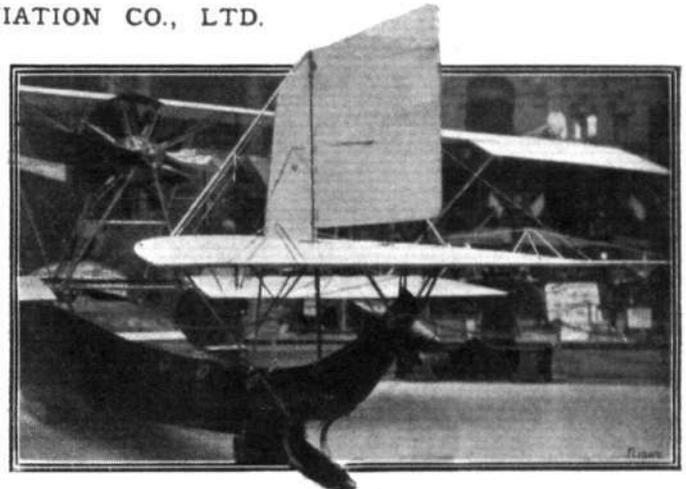
the land machines, is, no doubt, to balance the considerable side area of the central float. The front portion of the fuselage is covered with aluminium, which is fitted very nicely round the engine cylinders, of which only the upper part projects outside the aluminium. The rear part of the fuselage is covered in the usual way with fabric applied to the longitudinal stringers which give the fuselage the streamline form.

The uncovered fuselage shown is of a similar construction to that of the hydro., and is interesting chiefly on account of the wireless apparatus with which it is fitted. The key of the transmitter is mounted on a small table in front of the observer, and the practical demonstration of the wireless given at the Show never fails to attract a great crowd of interested onlookers, as the hissing of the sparks can be heard distinctly to the farthest corner of the Grand Palais. The wireless installation has been carried out by the Société Française Radio-Électrique. The output of the transmitter is 750 watts, and the frequency is 1,500 periods. It has a range of 200 kiloms., and the total weight is 47 kilogs.

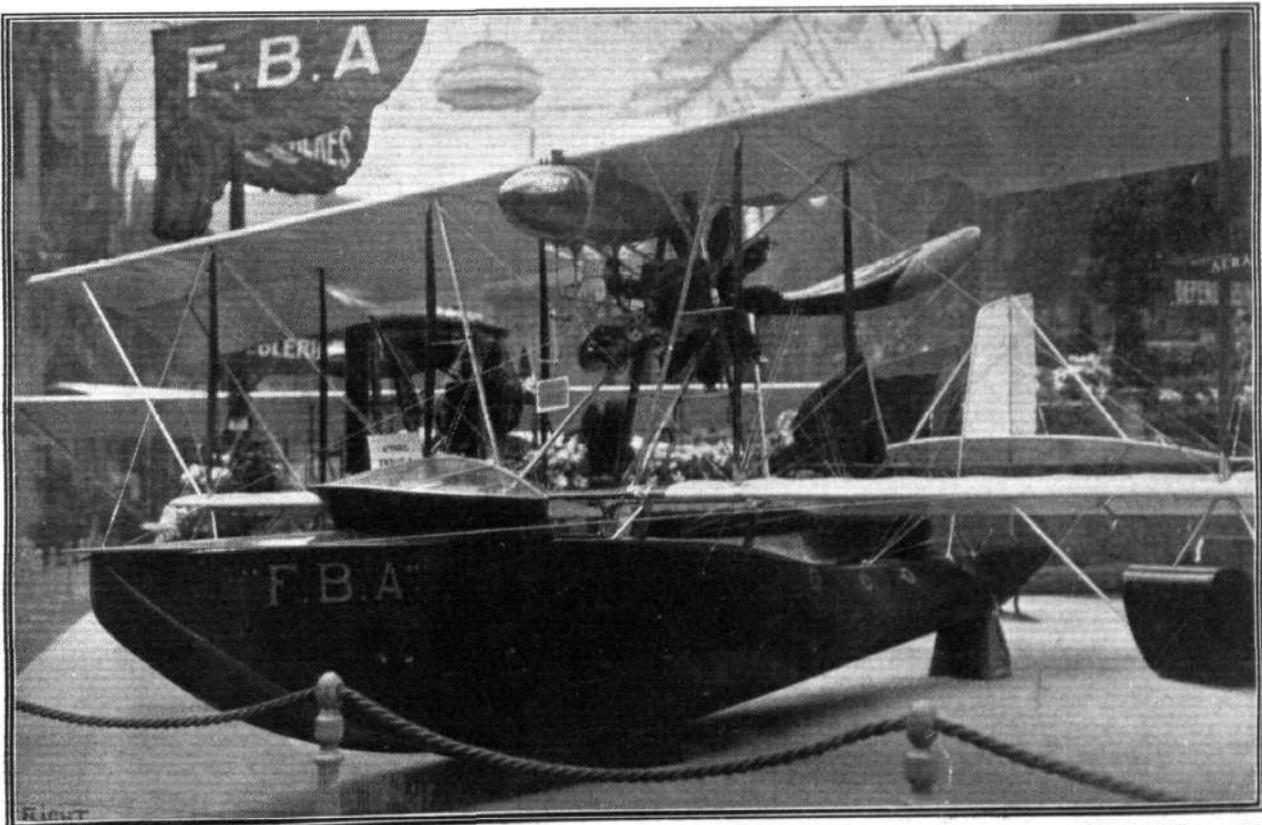
The workmanship in the complete machine as well as in the skeleton fuselage is very good, although no attempt has been made to provide a highly polished "show finish."

**THE FRANCO-BRITISH AVIATION CO., LTD.**

are exhibiting the only two flying boats to be seen at the Show. One of them, of which only the boat and the centre portion of the wings is shown, is the actual machine which won the long-distance prize at Deauville. It is fitted with a 130 h.p. Salmson engine. The other is a new type fitted with a 9-cyl. 100 h.p. Gnome. A comparison of the two machines soon shows that the new machine is a great improvement on the older one, which undoubtedly was very good in its time, but so swift is the progress in aviation that the type of yesterday is antiquated to-day. The boat is the most interesting part of the 100 h.p. machine, and constructionally it is built up of a framework of ash, which is covered with a skin of three-ply wood. The front portion of the boat is of rectangular section, and has a step which occurs roughly under the centre of pressure of the main planes. The upper longerons converge towards the rear, where the upturned stern of the boat becomes triangular in section, with the apex of the triangle turned upwards. The boat is divided by bulkheads into eight watertight compartments, each fitted with a small inspection door, which allows of examination of the interior. In front the deck is extended on each side of the pointed bow of the boat to form a splashboard, while further protection is afforded the



Tail of the F.B.A. flying boat.



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The 100 h.p. Gnome-engine flying boat of the Franco-British Aviation Co.