about 0.015 in. It must however play an important part in giving rigidity and strength to the structure, for one cannot imagine such light angles as these substituted for the built-up members of the "Bristol" or Wibault exhibit without incurring considerable loss in strength. The main difference between the "Bristol" and Wibault constructions arises from the assumption that the fairing and covering of the "Bristol" machine takes no load, while the covering on the Wibault machine must be assumed to stabilize the primary members. One cannot conceive that simple duralumin "Bristol" machine takes no load, while the covering on the wing is being omitted. Where these subsidiary members cross each other or cross the main ribs distance pieces are introduced, the connection being made by rivets. This arrangement gave the impression of lightness, the large loads carried by the main ribs make them really economical on a weight-strength basis.

The large Y struts used in this machine, joining the undercarriage to the wing, incidentally passing through and supporting the subsidiary bottom wing, are pressed parts. These members are of the order of 10 ft. or 12 ft. long and only production on a large scale could warrant the necessary tool making for such a job.

The writer does not know how many of these machines have been ordered or are on order by the French Government, but large numbers of what appeared to be similar aeroplanes were seen flying at the Vincennes Pageant.

Constructions involving a single large built-up duralumin interplane strut are favoured by French designers, but judging from the central part of the French aircraft constructors are fortunate in having this highly-specialised trade at their command. An examination of the stands of the Fonderies Montceau and the Etablissements de Foulain gave much information as to the variety of castings, forgings and pressings which these firms offer to the French aircraft industry.

On the Amiot S.E.C.M. products, a very large number of pressings are used. I believe I am correct in saying that this firm were originally press tool makers, and turned to aviation as a side line; if this is so, it explains why these complicated pressings are used.

The Italian and Czecho-Slovakian exhibits were, as regards main members, entirely of timber.

Generally, throughout the exhibits, hollow rivets were extensively used, also solid rivets seemed largely to have taken the place of eyebolts. Most of the simple fixings on the various exhibits were done with the pressed fitting used on the Dewoitine undercarriage. The production of large duralumin pressings and forgings has evidently received great attention in France, and the aircraft constructors are fortunate in having this highly-specialised trade at their command. An examination of the stands of the Fonderies Montceau and the Etablissements de Foulain gave much information as to the variety of castings, forgings and pressings which these firms offer to the French aircraft industry.

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