



**HETEROGENEITY :** The machine in the foreground of this general view is the Caudron P.V.200.

machine, which has been in existence for a long time.

The Caudron C.282 "Super-Phalene" is a high-wing monoplane of the "Puss Moth" class, but is a four-seater, although the accommodation appears a little cramped. A variable wing camber-cum tail trimming gear is employed, but as the machine has not yet been flown, it is not certain how it will work. The engine is an inverted "Renault" of 120 h.p.

The P.V.200 is built under licence from M. P. de Vizcaya, and is of very unorthodox conception. It is an amphibian twin-float monoplane, with the engine mounted in a very narrow streamline casing on top of the wing. The occupants sit side by side in a small cabin and probably get a very good view. The bottom of the fuselage is about level with the top of the floats, so that spray is apt to be considerable. The wheels retract into the bottom of the floats, which thereby lose the buoyancy of the middle (and therefore greater) portion.

*Couzinet.*—Rene Couzinet is exhibiting the type 33 (three "Gipsy III" engines), in which a fine flight was made some time ago from France to New Caledonia. An unusual feature of all Couzinet machines is the absence

of a tail fin in the ordinary sense of the word. Instead of a built-on fin, Couzinet flattens out his fuselage to form the fin. Perhaps the scheme may best be described by saying that the fuselage is a tube of three-ply wood, which has been flattened out towards the tail end. It seems quite likely that this shape may be effective in preventing spinning.

In addition to the complete machine Couzinet also exhibits the fuselage of his type 100, a four-passenger machine of generally similar lines, but fitted with three 45-h.p. "Salmson" engines.

*Dewoitine.*—A departure has been made this year by Dewoitine, who is showing but a single machine, and that a racing seaplane. Of all-metal construction, including covering of wing and fuselage, this is a monoplane of the type made familiar by the Schneider Trophy racers. No radiator was visible, but it is assumed that the wing covering hides a surface radiator of some kind.

*Farman.*—This year the Farman Brothers, Henry, Maurice and Dick, have concentrated at the show on civil types, of which four are exhibited. Three of these are light planes, and the fourth a nearly-light plane.



**THE C.A.M.S. (S.G.A.) 55 :** The hull is of all-metal construction, with Duralumin planking