

PARIS AERO SHOW

at 23,000ft. Armament, of course, is wing-mounted, and comprises four 20-mm cannon with 600 rounds, and six machine guns with 2,400 rounds. The span and flying weight are 52ft and 19,150lb. One understands that the V.B.10 C.1 is now regarded as a flying test-bed for the Arsenal double engines.

Despite the resourcefulness of its design, the V.B.10 is quite outclassed by the D.H. Hornet, shown as a model. Other British fighters appearing in miniature are the Supermarine Spiteful and Spitfire. On the Fiat stand is a model of the G.218 single-seater, of typical Italian radial-engined design.

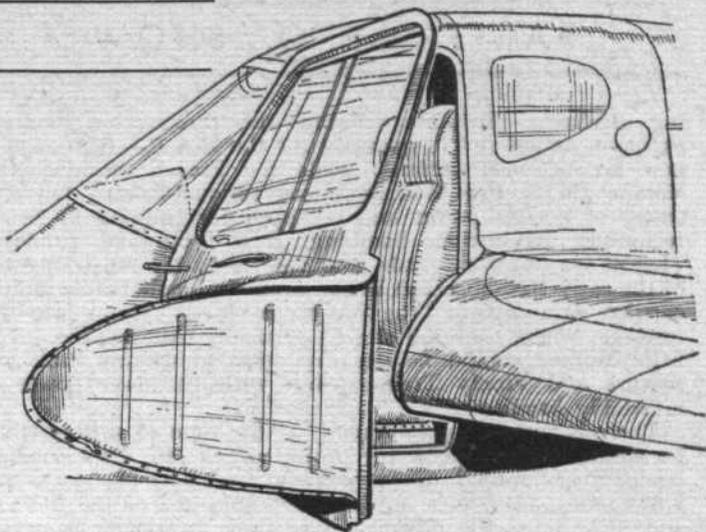
The Fairey Firefly IV is a standard production aircraft, though it bears no Service markings, and is shown without the now-familiar radar nacelle or the 50-gallon auxiliary tank. These appendages intrigued a number of onlookers before the Show opened; they decrease the top speed by about 16 m.p.h., but greatly broaden the Firefly's field of usefulness.

Naval Aircraft

Short Bros. have a model of the Sturgeon, which makes an interesting comparison with the French Navy's Nord 1500, a 23,750lb twin-engine deck-landing multi-purpose machine with S.N.E.C.M.A. 14R radials. Basically of Boston layout, the *Noveclair*, as it is known, has folding wings (gulled on the fixed inner sections) a bomb/torpedo bay divided longitudinally, a novel arrester-hook stowage (see sketch) and an interesting enclosure over the observer's cockpit. Eventually a S.A.M.M. tail turret with twin 20-mm guns will be fitted.

It will be instructive to follow the development of this class of aircraft relative to that of single-seat single-engined "strike" machines like our own Firebrand, the evolution of which is illustrated by a fine series of Blackburn photographs.

The French Navy is also interested in the N.C.1070, a wind-tunnel model of which is on view. This is quite unorthodox in having not only twin tail booms but a biplane tail,



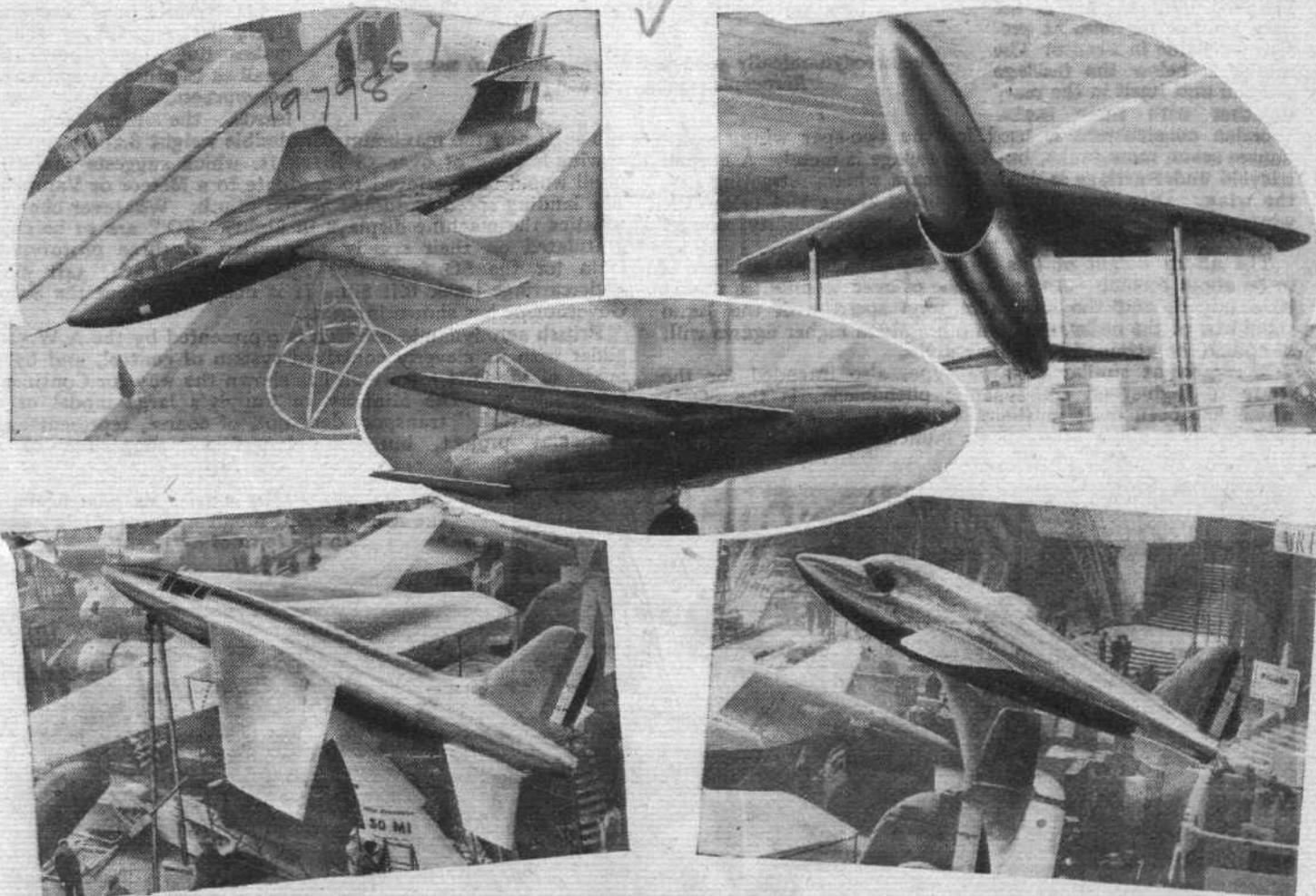
In the S.N.C.A.S.E. four-seater, the wing root leading edge forms part of the doors to facilitate entry.

and is intended for dive-bombing, torpedo attacks and anti-submarine work. Two 14R engines are probably proposed for the prototype.

For the present the standard French torpedo aircraft is the modified M.B.175, for which a neat dive-brake has been evolved. The brake flaps are on, and when operated, at right angles to, the trailing edge.

Miscellaneous French military machines shown as models include the Nord 1400 *Noroit* flying boat with two 14R engines. It follows in layout the Martin Mariner and has a gross weight of 35,900lb. The makers intend to develop it as an amphibian. Breguet are working on a larger four-engined boat, the Type 731, which has a clear-view cockpit in the extreme bow. This type they term *hydravion de croisiere*.

Both Gt. Britain and France present a recent type of mili-



Five French jet-propelled types. Top left, the NC 271 mock-up. Top right, the VG 70-01 with Jumo 004 jet. Centre, model of the SE 2400, the fuselage of which will house two R.-R. Nenes, mounted one above the other. Bottom left, the SOM1, which will be tested first as a glider. Bottom right, the SO 6000, which is said to have been airborne for eight minutes.