

A View of France

a four-seat liaison or communication aircraft differing little from the Me 208, an excellent type which the Germans themselves were never able to use. A contract for 200, for the French Air Force, is being completed, and a few, by special permission, have been diverted to private owners. British visitors to Continental meetings will know the Noralpha as an elegant four-seater, with nose-wheel undercarriage.

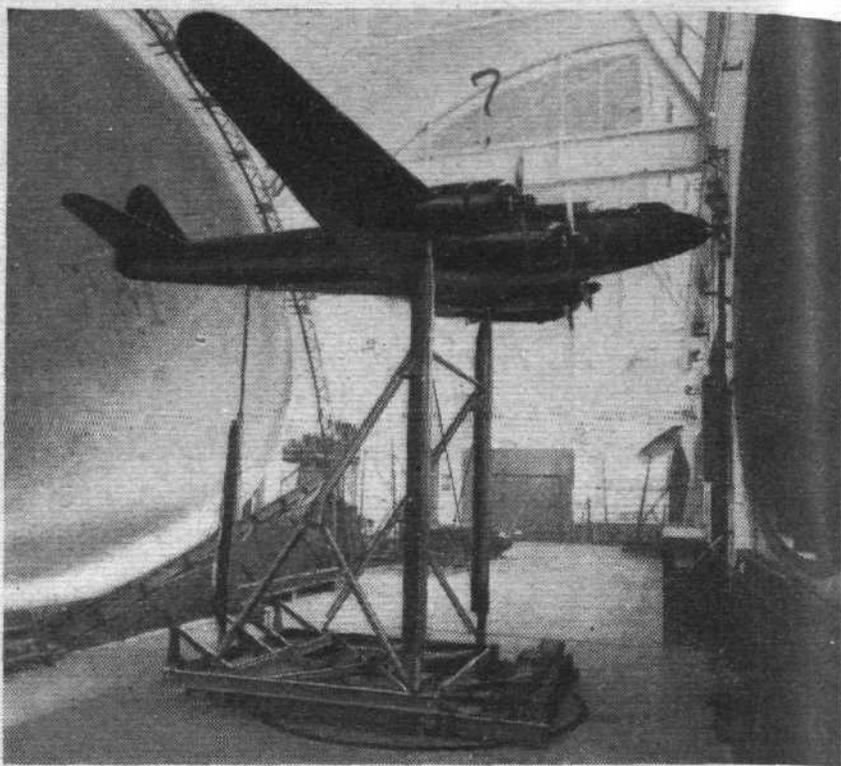
Smaller, and much less costly, the three-seat Norécrin, or Nord 1200, is an original design, planned for large-scale production. Work has been started on the first series of fifty, and production of 1,500 will be undertaken. By next month Norécrins will be coming off the line at the rate of one a day and it is hoped to double that figure by December. The price is 1,165,000 francs (say £2,300). With a Regnier 145 h.p. engine (one saw the first machine to be fitted with this unit) the cruising speed, at 65 per cent power, is 143 m.p.h. Construction is of metal throughout, major components being pressed.

White, in the darkness of its hangar, we came upon the Nord 1500, or Noreclair, twin-engined deck-landing torpedo dive-bomber displayed at the last Paris Salon. The thin wing of this naval prototype suggests a potential performance which could not be realized by the S.N.E.C.M.A. 14R 258, with which it has now completed several hours' flying. One was interested to learn, therefore, that a project exists for using an entirely new fuselage, housing a Nene turbo jet. The Nene would be cut in for take-off and emergency combat performance and with all three power units a speed of about 480 m.p.h. should be attained.

Also in the flight-test hangar was the very new Noreaur (Nord 2100) feeder liner which has completed 15 hours' flying with twin Potez engines. A second prototype, with Béarns, has not yet flown.

Back in Paris, at the dignified Aéro-Club de France (President, M. Lioré) we met—again, all too briefly—some leading aeronautical figures, including Messrs. Morane, Bloch, Pissavy and Valensi, who told us something of the present organization of their country's aircraft industry. About 20 per cent of the airframe, 30 per cent of the engine, and all the accessory business remains in private hands.

Cocktails awaited in the offices of *L'Air*, which up-to-the-minute publication later gave us dinner at the Maison de la Résistance Allié. Here we were able to discuss Radlett and other matters of current interest with M. Charriou, the technical editor, and make the acquaintance of General Chassin, Air Force representative in the Ministry of National Defence, and editor of *Forces Aériennes Françaises*. The General is further noted as the man whose Goeland caused the sirens to sound in London on the first day of the war, and as the



A large-scale model of the Bloch 161 is shown in the Chalais-Meudon tunnel, but at the time of "Flight's" visit a model of the new SE2010 was on test.

recipient, on behalf of his country, of the Britannia Trophy. He has very advanced views on air power and we were to enjoy his company later in the trip.

February 25th

THE morning of this day was devoted to a visit to the Chalais-Meudon research establishment of O.N.E.R.A. (Office National d'Etudes et de Recherches Aeronautique). Many readers will already be familiar with the great wind tunnel—the "Grande Soufflerie"—of this establishment, which has been under O.N.E.R.A. control since that organization came into being last year. The tunnel is old (it was designed before 1932) but Professor Rebuffet, in charge of all O.N.E.R.A. tunnels, emphasized that it is still doing valuable work, particularly on high-lift devices. As he put it, it is a paradox that as aircraft travel faster there is an increasing need for a good low-speed tunnel. Some interesting trials have been made with various high-lift schemes on swept-back surfaces, but at the time of our visit a 1:4.5 scale model of the SE2010 transatlantic air liner was in place, complete with "pilot" to move the controls. A fortnight previously half

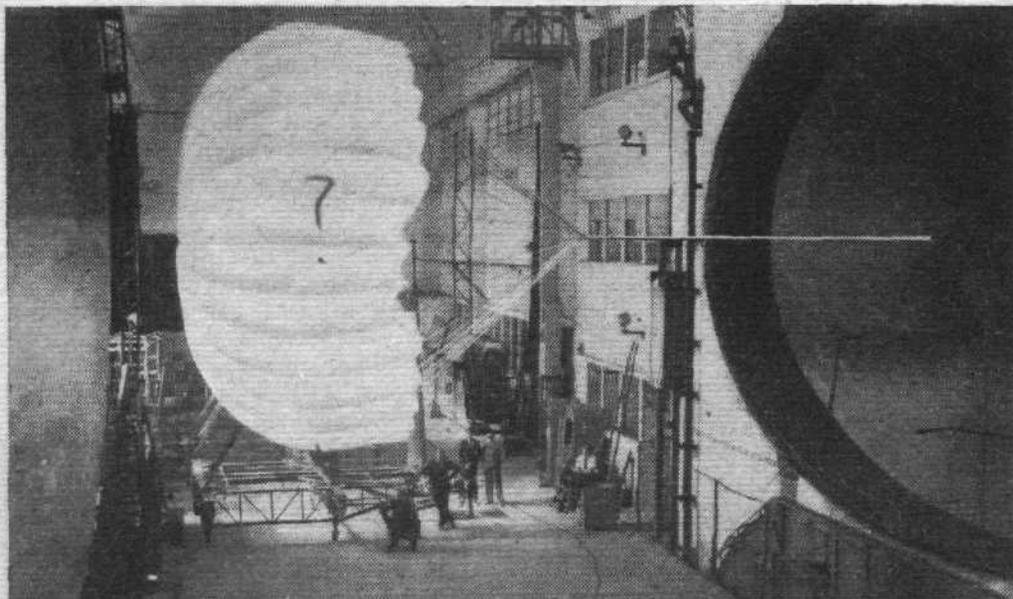
the tail unit of the full-scale aircraft (the complete *empennage* being too large) had been tested. Other experiments had lately been completed with French and British parachutes.

Under the direction of M. Girerd, new tunnels are being built at Chalais-Meudon for spinning, sonic and supersonic studies. We were to see more of the work of O.N.E.R.A. later in our trip.

LORD NATHAN RETURNS

THE Minister of Civil Aviation returned to this country on Monday, October 6th, from his tour of Australia and the Far East, for which he set off with Lady Nathan and his son the Hon. Roger Nathan on August 1st.

With the exception of several flights in Australia in Mr. Drakeford's own aircraft, the entire route from the U.K. through Cairo to Karachi and Singapore to Australia, and returning through Hong Kong, Nanking, Bangkok, Ceylon, Karachi and Cairo to the U.K. was flown in a Lancastrian lent by B.O.A.C.



Tests of new French and British parachutes have lately been conducted in the "Grande Soufflerie" at Chalais Meudon, as seen here.