

An astonishing and portentous spectacle—the Atar-Volant C-400 P-2.

Saturday, June 1

FREE from its workaday traffic, Le Bourget is taking a quiet nap in the heat-haze. The guests of the Union Syndicale des Industries Aéronautiques are lunching in the sequestered hangar of U.A.T. Out by the runway the noon stillness is broken only by the sibilant passing of the Tu-104, taxiing staidly and stiltily from the Salon park to position for the imminent demonstrations. And what a consortium of giants it joins: Britannia, DC-6, Caravelle, Valiant—all at rest under the hot, high sun. The distinguished silver-grey Russian seems perfectly at home.

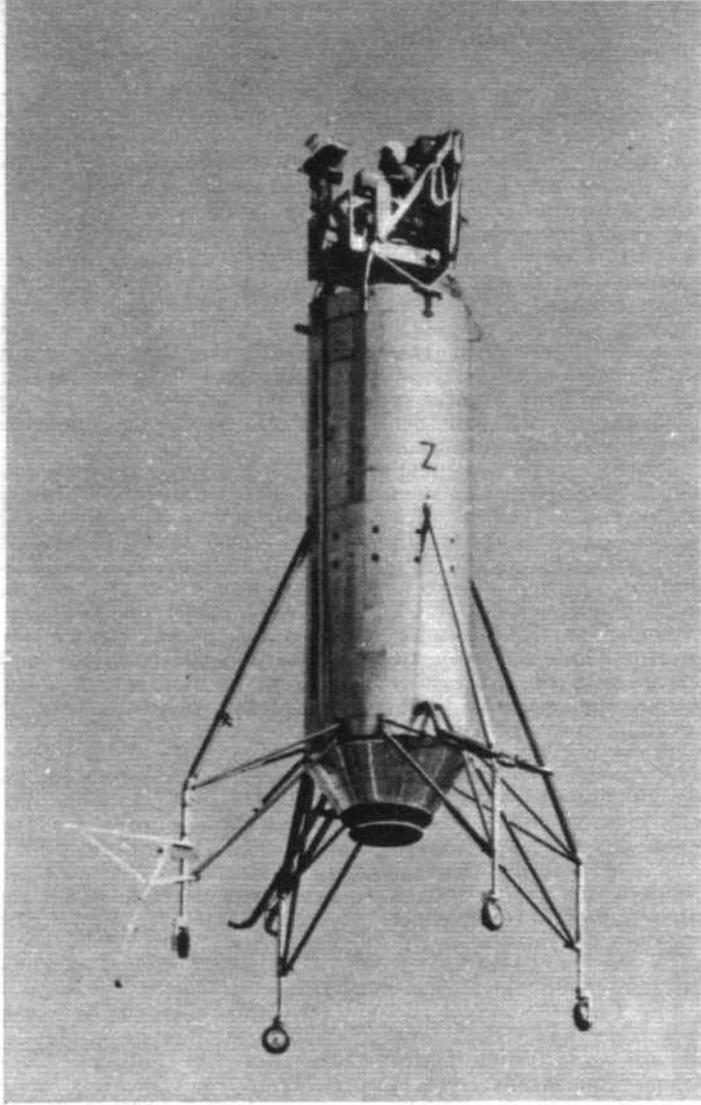
Precisely ranged beyond are the acrobatic teams of four nations (no Mig-19s, alas), all serviced and ready to contest the honours of the day. A blissful breeze just teases the flags along the tribunes . . .

Around 1.30 the voice of Jacques Noetinger—journalist, pilot, publicist, commentator—sounds out along the fast-filling enclosures. He bids a welcome; and the show is on.

Instantly before us is the dainty Jodel-Wassmer D-120, in red and yellow, purring and playing above the runway: an irresistible kitten. Then Poland's blue and silver Bies, nosewheeled and sturdy, as a trainer of its sort should be, is airborne for its smooth, if sometimes Harvard-noisy, show. Pilot Ablamowicz is a master-hand and we hope that at 28 he is happy with his family of six (per commentary). But master among masters is international acrobatic champion Biancotto, partnering today that most fashionable Italian star the Falco. Who can wonder that the French, having an eye for such form and talent, have signed on the dotted line for a run of 11—Mouza-built. Biancotto's doughty rival, Notteghem, follows up with close inverted passes in the Nord 2302. His wing wagging, in the same attitude, is saucily French.

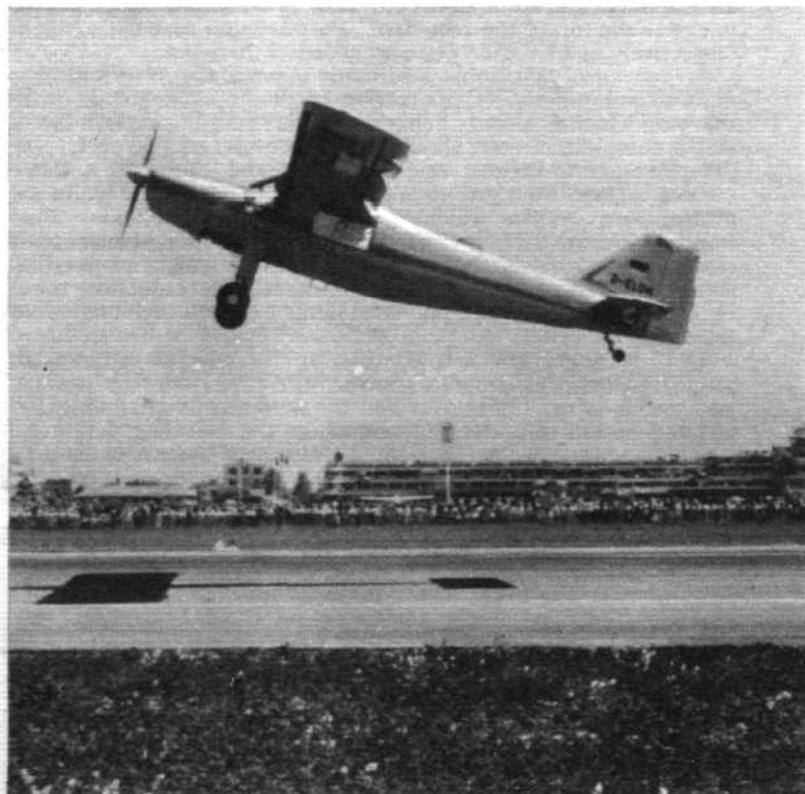
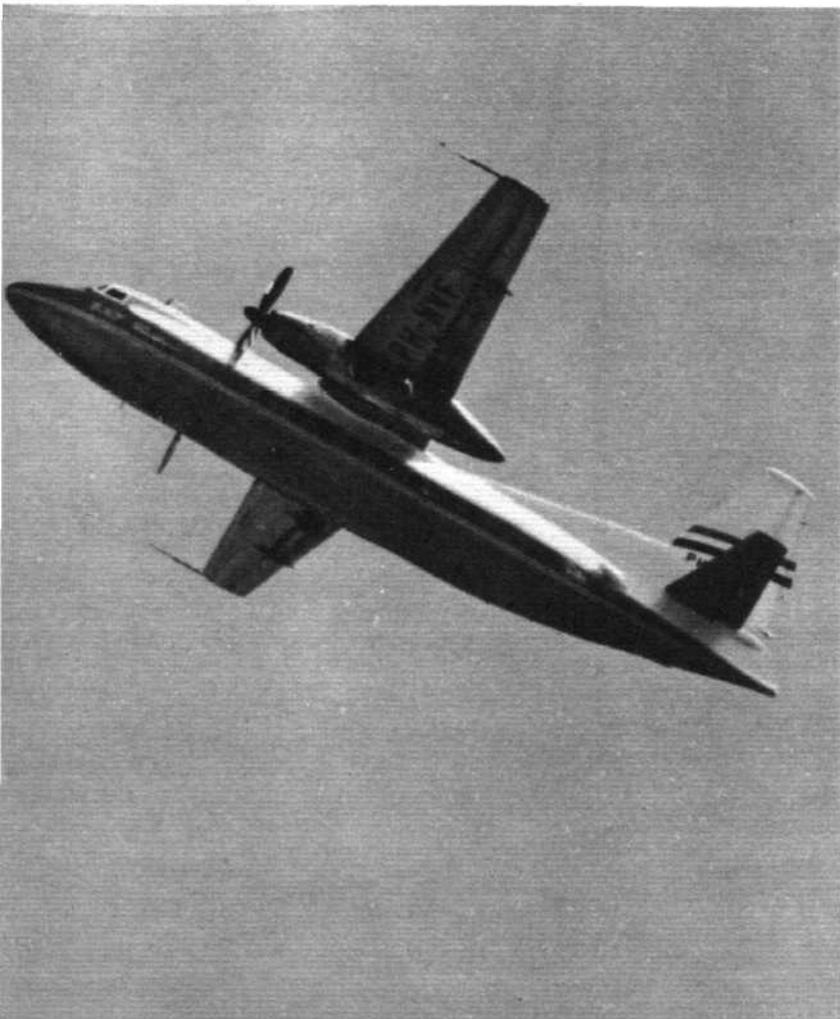
Grey, Teutonic, strange of form, the Do 27 snaps into the air like a fish after a fly and incredibly has swung around in a steeply ascending turn in little more than its own length (or so it seems). Corkscrews, skids, waffles, wing-overs, waggles, tail-swishes—all with complete abandon—confirm it as a quite extraordinary aeroplane. Pilot Schäfer knows it—and very nearly turns it—inside out.

Visibly, at least, there is little remarkable about the Zlin 22,



XXIIe Salon International de l'Aéronautique

PART 2 · PRESENTATION EN VOL by the Associate Editor



Two of the "new European" contenders in world markets: left, the Fokker Friendship; above, the amazingly tractable Dornier Do 27.