

AERONAUTICS

New French Planes

► FRANCE'S aviation industry is beginning to blossom forth, now that the Nazi war machine has been driven out by the Allies. Component parts of two airplanes were collected from their scattered hide-outs in barns and farm buildings near the Riviera.

Larger of the two airplanes is the Latecoere 631, a six-motor flying boat, with a twin tail that resembles the butterfly tail recently introduced into this country by Beechcraft. Re-erection of the plane was begun last September, and on March 6 of this year the 631 took off on its first test flight. While details of its performance are not available at present, results of the test were reported to be

excellent by the French Air Ministry, in a story appearing in *The Aeroplane*, (March 23), British aviation periodical.

The other airplane, the Bellatrix, a passenger and military transport, was completed and ready for a test flight in the spring of 1943. The German authorities refused permission to flight-test the plane, and eventually it was dismantled and hidden to keep it out of Nazi hands. The present model weighs about 24,000 pounds. Two Gnome and Rhone 1,260 horsepower supercharged engines thrust it through the air at a cruising speed of 240 miles an hour over a range of 1,240 miles. It will carry 22 soldiers and their equipment.

The production model of the Bellatrix will have a tricycle landing gear and 1,600-horsepower motors, and will weigh about 6,000 pounds more than the prototype. As a medium-range civil airliner, it can carry 23 passengers and a crew of four. It has a wingspan of more than 75 feet and the length is over 55 feet.

Due to the problem of transporting supplies and equipment over France's much-bombed rail lines, production of the new planes will be delayed. However, production of at least one prewar French aircraft is already under way. The Bloch 161 looks like the Douglas DC-3, now standard equipment on all American airlines, but has a twin tail and four engines. It is now being produced, and is

in service on French civil airlines. The four 1,050 engines give the plane a maximum speed of 267 miles an hour. The plane has a wingspan of 96 feet, 5 inches. It carries 33 passengers by day and sleeps 20 at night.

During the German occupation, French aeronautical engineers actively collected technical information from other countries, and quietly continued research work. The knowledge which they have acquired during the past five years will prove helpful to France in establishing herself after the war as a major factor in the aviation world.

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bodies slowly develop and before there were enough to destroy the blood of the baby, the infant might be taken by Caesarian operation and the child's life saved. So far, this has not proved successful.

It was even suggested that the mother might be de-sensitized to Rh blood in a way somewhat similar to the way a hay-fever sufferer is desensitized to ragweed pollen. This idea is still being tested.

But knowledge of the dangers of Rh blood is itself a partial defense. If an expectant mother knows that she has Rh negative blood and that her husband has Rh positive blood, her physician is in a position now to bring all the recent discoveries of modern medicine to her aid at the time of her baby's birth.

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