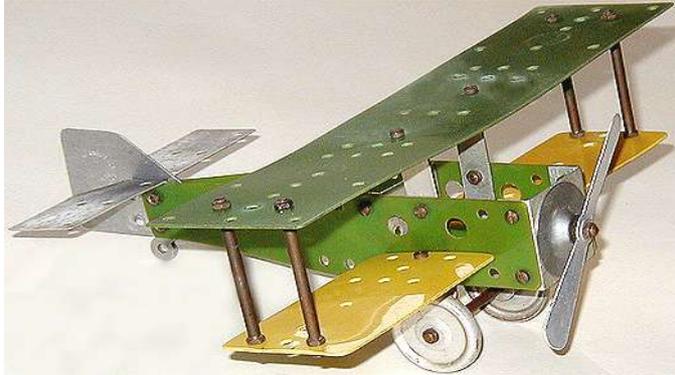


PÈRE NOËL / AÉRO TECHNIQUE MACREZ Some notes on this system from c1930 ads were given in 4/64, and now some parts are to hand. They came built up into the 10" span Biplane below, except that the Propeller is a homemade addition. The parts in it have a clear resemblance to those in the OSN 4 models though a Coned Disc replaces the Radial Engine. In fact there can be no mistaking the origin of the larger parts because each is stamped with the maker's mark. This takes two forms, both circular & about 1½cm diameter – the first reads 'AÉRO TECHNIQUE (sic) NOËL | COSTE & LE BRUX | PARIS · NEW YORK'; the second 'AÉRO MACREZ NOËL | NUNGESSER | ET COLI'.



These markings no doubt indicate that the parts are from the sets commemorating famous French pilots that were listed in one of the OSN 4 ads, and Jacques Pitrat has kindly supplied some details. Dieudonné Costes & Joseph Le Brix made many pioneering flights together including a world tour in 1927. Costes was also, in 1930, the first to cross the Atlantic non-stop in the difficult, Paris to New York, direction; however he was not with Le Brix for that flight but with Maurice Bellonte. (hence the Costes & Bellonte set). Charles Nungesser was a French WW1 ace, and he

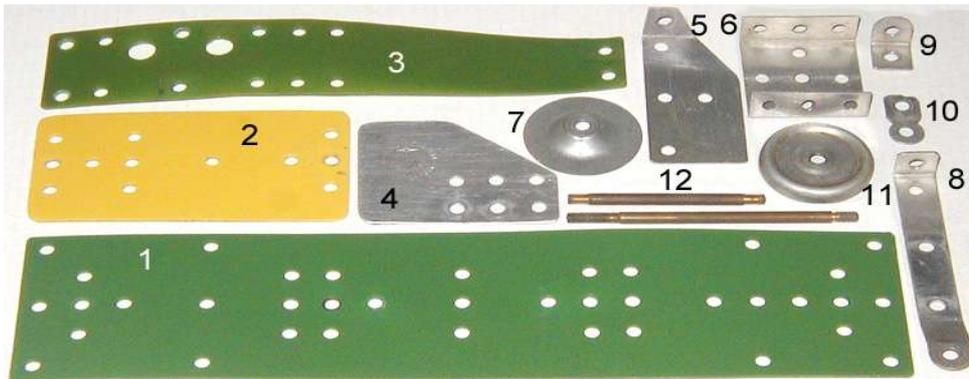
disappeared with François Coli while trying to fly from Paris to New York in 1927, two weeks before Lindbergh succeeded in the other direction.

The PARTS The various major parts in the model are shown bottom left and they are listed below with some notes about them, and the quantity of each in curly brackets. Although the model is relatively crude in concept the parts themselves are accurately made and fit together well. The numbers in the photo are mine for ease of reference. **Holes** are 4.1mm Ø & nearly all are at 12.0mm pitch or multiples thereof. The **thread** is 4mm Ø x .75mm pitch, no doubt the pre-ISO French standard.

The **Wing #1**, 252*59mm; the **Half Wing #2**, 94*48mm; & the **Fuselage Side #3**, 178mm long, are made from coloured, flexible plastic, 1mm thick, except #3 at 1.2mm. {1,2,2.} The top Wing is flat across the chord but the Half Wings have a little camber.

The **Fin #4**; **Half Tail #5**, 59mm long, with attachment lug; & the flanged **Bulkhead #6**, 36*37mm wide, are aluminium, .65mm thick. {1,1 of each hand,2.} Other aluminium parts are the **Coned Disc #7**, 36mm Ø, which sits loose between the Propeller and the front Bulkhead; the formed **Strut #8**, 84mm long & .9mm thick, which has a lug to support the top wing, and a hole at the bottom for the undercarriage axle; the **Bracket #9** used to attach the lower wing; the flat imitation **Tail Wheel #10**; and the formed Wheel #11, 34mm Ø & 4½mm wide. {1,2,2,2, 2.}

The remaining parts are brass, now mostly tarnished to a dark brown, but still bright on non-exposed surfaces. The **Rods #12** are 4.06mm Ø and are 58 & 85mm long o/a, with threaded ends. The 85mm has 7 & 15mm of thread, and passes through both Bulkheads, with the Propeller lock-nutted on at the front; the 58mm has 6mm of thread at each end, and is used as the interplane strut & as the axle. {1,5.} The **Bolt** is 4mm u/h, with a few 5mm, and has a slightly domed 5.0mm Ø CH; the hex **Nut** is 5.5mm A/F & 2mm thick. The **Eyelet** is 4mm long and is used to space the Wheels from the Strut. {14,4,42,2.}



QUESTIONS Parts 1,3,4, & one Tail 5 have the Costes & Le Brix stamp, while the 2's & the other Tail have Nungesser & Coli. So it seems likely that the parts were from 2 different sets, and that would account for the different coloured Wings. In OSN 4 the names C & L B are prefaced by Vert (green) and that would tie in nicely with the green parts, but N & C have Blanc (white) before them, and Jaune (yellow) precedes Assolant et Loti.

On the parts, the Coned Disc can't be seen in any of the models in the ads, and the Tail Wheel is rather roughly made compared with the other parts.

PÈRE NOËL / AÉRO TECHNIQUE MACREZ: S1

OSN 30/884

Snippet - 'New' System: METALLBAUKASTEN This little set was on German Ebay and all that is known of it is the picture right, with the name of the lid label. The parts that can be seen in the box are listed below.

- A Flanged Plates top left, 5*10h with a 3*8h centre cutout, and another under it I think.
- A number of circular parts under the Flanged Plates, probably Wheel Discs, and perhaps a Pulley or Pulley Disc.
- Two 4*3h Flanged Plates on the right, with holes around the edge of the top face, and one in the centre.
- Two lengths of dark looking Axles top right, possibly with screwed ends.
- Some Brackets and 1*5*1h DAS in the compartment to the left of the top 4*3h Flanged Plate.
- Strips, including some 5h long, in the compartment to the left of the lower 4*3h Flanged Plate, and longer ones, up to at least 15h long, in the bottom compartment.



METALLBAUKASTEN [4]: S1

OSN 30/884

More PÈRE NOËL / AÉRO TECHNIQUE MACREZ

More parts have turned up since the notes in 30/884, all aluminium this time; and more importantly a set, not complete, but particularly interesting because it indicates that the system was not only for models of aircraft. It belongs to Jacques Pitrat who kindly sent photos and details.

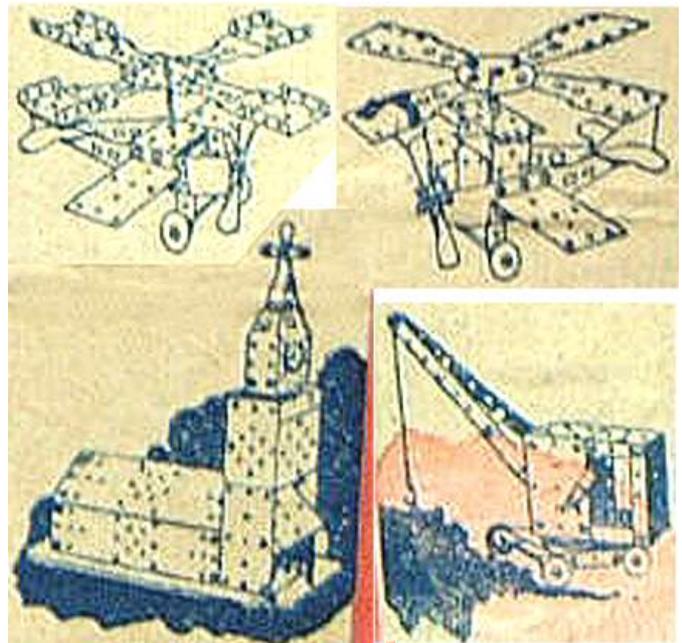
The SET The box is 27½*17½*3cm and the lid is shown below. Below it is the bottom of the box with the parts on a



card labelled 'Autogire 1'. Below that some parts which were loose in the box and they are thought to have originally been on a second card, along with others that are missing.

There is no set number or name on the box but from the 'Autogire 1' on the card, & the parts on it arranged like a rotor, it is probable that this was an Autogiro set, perhaps one of those in the ad reproduced in 4/64. There was no literature with the Set but it seems likely, from the parts in it, that at least the 4 models on the lid (shown, enlarged, atop the next column) could be made. The Hook for example can be seen on the Crane but wouldn't be needed for the Autogiros. The missing parts would include a Propeller, various Plates used in the Church, and the long Strips for the Crane's jib.

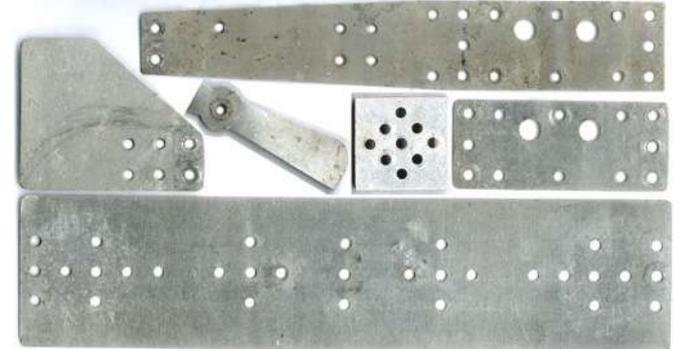
Not many of the parts are common to those in OSN 30 with even the Tail pieces different. Only the brass Rods, Eyelets, and N&B look the same. Apart from these, and the steel Screwdriver, all the parts are aluminium. Said Screwdriver is



painted blue on one side (only a short part of its tip will enter the slot in the Bolts, and this makes it difficult to use). None of the parts are stamped. One part only seen before in the ads is the 5-cylinder Engine (it's in the centre of the box). The fuselage of the Autogiros on the lid is made of the formed part on the left of the loose parts, with the free ends brought together and the Fin etc bolted between them. The part looks like a pair of Rotor Blades with the formed section between.

On dates, there is 'Hors Concours 1932' in small letters on the lid, the latest confirmed date for the system. The Hors Concours is interesting - Jacques explained that in common language it refers to something of very high quality, too good to compare with similar objects, but in an exhibition in which medals are awarded, it indicates that it can be shown but is 'outside the competition' for a technical reason - because it has previously won a prize there for example, or the inventor is a member of the jury, etc. Macrez is using the ambiguity between these two meanings to lead a potential buyer to infer that the excellence of the product has been recognised.

The PARTS LOT There were sufficient pieces to make a Parasol Wing Monoplane, generally similar in style to the OSN 30 Biplane. The undercarriage & horizontal tail are identical but most of the other parts differ a little in design, and all are aluminium, unstamped. The 'new' parts are shown below. The



Fuselage Side is slightly longer at 203mm, and the rectangular Plate under it allows the fuselage to be lengthened. The Fin is larger and looks right with the longer fuselage, but the wing span, the same as before, looks much too small. Perhaps there were extensions originally. There were several of the OSN 30 Flanged Plate #6 among the parts plus the one shown above with 4 extra holes - I wondered if these were a 'DIY' addition but then noticed what may be an identical part in the end face of the Church tower on the Autogire lid. Half the Propeller is shown, a part not seen below - it is 98mm Ø, and looks rather too large on the model.

Snippet. PÈRE NOËL / AÉRO TECHNIQUE MACREZ

This simple French aero system was described in 4/64, 30/884, & 33/978. The Ebay photo below shows a Plate and 2 pages from a manual, or perhaps it's a brochure. Said pages show some small sets hitherto unrecorded. The pages' heading, MEC-AERO MEC-ALU etc, was also on the lid of the Autogire set in OSN 33.

First the sets. There are 2 Aero sets on the LH page called PETIT NOEL A & B, priced at 6 & 9Fr. The Wing in them looks like the Plate and the other main part, the Fuselage, appears to be a 1 hole shorter version of the Rotor Blade in the Autogire set. The model which can be made from Set B is probably very similar to the one shown top right on the RH page (also made from a 9Fr set) but the Propeller seems to be

mounted differently. The other models on the RH page are a Crane (with a Propeller at the jib's rear end), a Windmill, & an AUTO-HELICE [Propeller-driven Car]. Its not clear what set would be needed for these models.

The Plate is stamped twice with the circular AÉRO MACREZ NOËL / NUNGESSER / ET COLI marking described in OSN 30 (the RH stamp is hard to see in the photo). As a Wing it is much smaller than that in any of the other known aeroplane models, the Biplane in OSN 30 for example. If its hole pitch is the 12mm of the 'earlier' parts it would measure about 14½*3½cm, against 25.2*5.9cm before. One can't of course be sure that the pitch of the 'new' parts is 12mm but it seems likely because the stamping is the same diameter (1½cm) as it was before.



AÉRO TECHNIQUE MACREZ: S3

OSN 52/1594

Another IDÉAL Set

A set from this French system with aluminium parts was described in 31/914 & one has come to hand since which is more complete. No manual though. There are also some differences in the parts, notably the thread, and the size of the holes & Axles, but the most obvious difference is that the parts are anodised red as right, instead of copper. I wonder if the change of colour corresponded to the changes mentioned above.

The BOX is identical except that it has a small label on the lid (above) as well as the one on the inside. The word in the bottom righthand corner is 'PARIS'.

The PARTS Holes are 4.2mm, bores 4.1, Axles etc 4.0 with a few 3.9mm. All holes are round. Bosses etc are single-tapped. The thread is the old French 4mm Ø standard, .75mm pitch. All circular parts are turned from the solid.

A list of the parts follows, with notes on differences, and the quantities found in curly brackets. New parts since OSN 31 are shown right; below they are in red; changes of quantity in blue. • **Strips**: 25,11,7,6,5,3h {8,8,6,4,6,6}. • **A/Gs**: 25,11,7h {4,4,4}. • **DAS**: 2*3*2h & 1*3*1h {8,8}. • **A/B**: {14}. • **Double Bracket**: 2*1*2h {2}. • **Perf. Plates**: 11*5, 11*3, 7*3, 5*5, 5*3, 3*3h {1,2,4,2,2,4}. • **5h Flat Trunnion** {8}. • **Axles**: 180,150,90,70,45mm long {1,2,4,2,2}. • **Crank Handles**: 125,165mm o/a {1,1}. • **Coupling**, 20mm long, 10mm Ø, with 1 cross bore & 3 s/t holes. • **Pulleys**: 24,30,40,58mm, the latter with rings of 4 & 8 face holes {4,4,2,1}. • **Loose Pulley**, 24mm with an untapped boss on



Fig.1

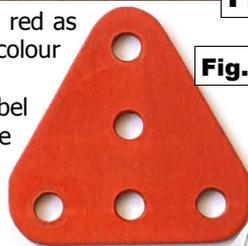


Fig.2

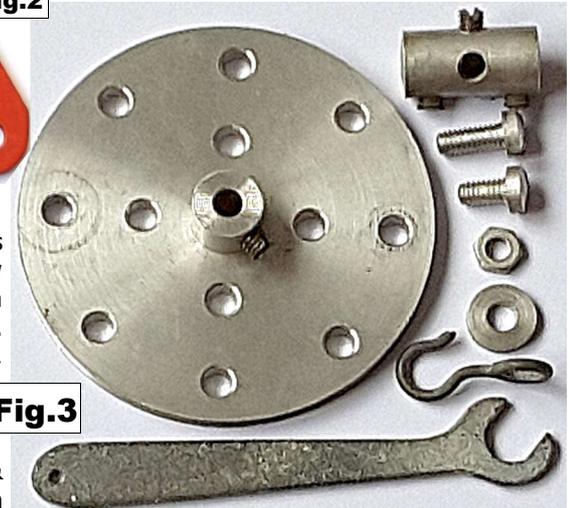


Fig.3

each side {2}. • **Collar**: 10mm Ø, 10 mm long {10}. • **Worm**: 20mm long {1}. • **Pinion**: 12 teeth, 4.0mm wide {2}. • **Gear**: 36 teeth, again 4.0mm wide {1}. • **N&B**, aluminium. **Bolts**, 6.6mm Ø cheesehead with slight dome, 7½,10mm u/h {92,8}. **Nut**, hexagonal, 6.5mm A/F. 5 are steel, plated to match the aluminium ones. {96} • **Washer**, 10mm Ø {12}. • **Hook** of 1.8mm Ø steel wire, 22½mm o/a {1}. • **Spanner**, steel, 74mm o/a, at 7mm the jaws are rather wide {1}. • The **Screwdriver** was missing.

IDÉAL MÉCANIQUE: S2

OSN 52/1594