



Britain Calling

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The first RAF Display since 1937 was generally agreed to have been one of the most successful. Certainly the attendance—there were some 250,000 people during the three days—showed the interest there is in the Air Force, and the flying and general organization showed that the high standard of training, which has always been an outstanding feature of the Royal Air Force, is fully maintained.

Not the Same: Although the pre-war atmosphere of the Display could not be recaptured, the aerodrome was far too big for one thing, many of the previous favorite items were revived, such as the set piece, formation flying, aerobatics, the instructor and pupil act, the display of veteran aircraft and the demonstration of new types. The formation flying was excellent and the precision of the aerobatics of the Vampire and Meteor flights was breathtaking and reminiscent of the tied-together aerobatics of the Gloster Gladiators in the prewar Displays.

The new types flown included the Canberra, Meteor N.F.11, D.H. Venom, Hawker P.1081 and the Supermarine 510. The performance of the Canberra is as impressive each time it is seen as it was when it made its first public appearance at the SBAC Display in 1949, and the Meteor N.F.11 showed that in spite of all its extra equipment for night fighting it has lost little of the manoeuvrability or performance of the standard Meteor fighters.

Criticism: There has been much criticism—and anxiety—for some time at the lack of man power and new equipment for the RAF. There are indications now that steps will be taken to remedy both and although the 1950 RAF Display may have emphasized the lack of new equipment in some respects it proved that, given the men and the equipment, the RAF will be as superb a force as ever.

Interest is now centred round the

SBAC Display which will be held at Farnborough, September 6-10. Of the 60 different types of aircraft scheduled to be shown, about one-third will be new aircraft. Among the latter will be the Fairey 17 and Blackburn naval torpedo aircraft; the new Canberra B.2, the Handley Page H.P.R.2 and Percival P.56 trainers, the Avro Ashton experimental jet aircraft, the Blackburn Universal Freighter, the de Havilland Heron, the Vickers Tay-Viscount and the Vickers 700, the production version of the Viscount.

Soon to be Flown: Neither the Vickers 700 nor the Avro Ashton has flown yet but both are expected to do so in August. The Avro Ashton is a four-jet experimental aircraft and six have been ordered by the Ministry of Supply for research purposes.

There are three prototypes of the Blackburn anti-submarine aircraft, two of which are powered by Rolls-Royce Griffin engines and are designated the Y.A.5; the third, the Y.B.1, is powered with the Double Mamba turbo-prop. The first prototype Y.A.5 is a two-seater but the second Y.A.5 and the

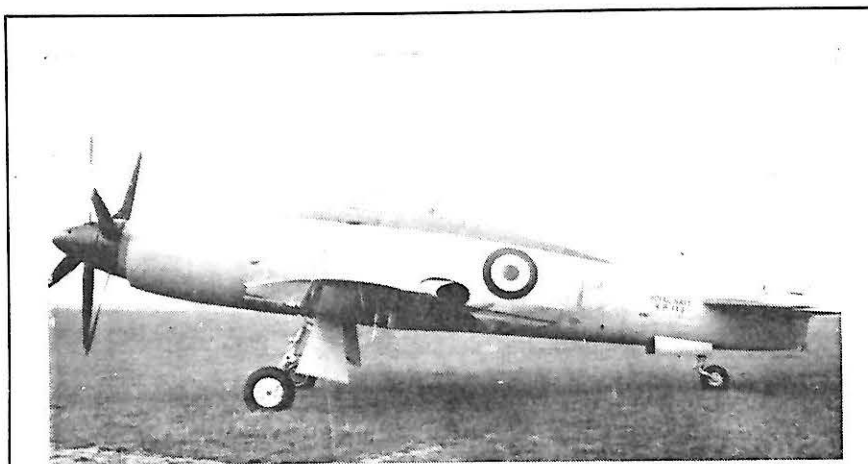
Y.B.1 are three-seaters.

New Aero-Engines: In addition to the new aircraft a number of new aero-engines have been named recently, some of which may be seen at the SBAC Display. The new engines are all gas turbines and include the de Havilland G.Dn.5 and the Rolls-Royce Avon RA.3. New Armstrong Siddeley turbo-jets include the Viper ASP.1, which is an experimental version of the Adder, (a development of the Mamba) and the Python ASP.1 developing 3,670 h.p. and the Python ASP.2 developing 4,100 h.p.

All in all the 1950 SBAC Display and Exhibition should be as interesting as ever but there is much disappointment that the Avon CF.100 and Jetliner will not be attending.

Vickers 700: There will be considerable interest in the Vickers 700 production version of the Viscount, especially in view of the practical experience which is being built up with the Viscount. The Viscount returned from its tropical tests about the middle of July having shown that it was at no disadvantage operating from aerodromes in hot climates or at high altitudes.

Since its return the Viscount has been lent to British European Airways and made its first scheduled passenger flight on the 29th July to Paris with 15 fare-paying passengers who had booked on a supplementary flight of B.E.A.'s and about a dozen distinguished guests who included Sir Frank Whittle. The Viscount is to make more scheduled passenger flights with B.E.A. until the 22nd August, mainly



WESTLAND WYVERN: Claimed to be the first front line military airplane to be powered with a turbo-prop, the Wyvern TF.2 is fitted with an Armstrong Siddeley Python developing 3,670 bhp (sea level TO) plus 1,150 lbs. static thrust. The aircraft is now in production for the RN and is classed as a torpedo bomber-fighter. It has a span of 44 feet and a length of 42 feet, but no other details are available.