

There is, in fact, a continuous programme of research into various aspects of this problem at the R.A.F. Institute of Aviation Medicine at Farnborough. During a visit to the institute last year some of this work was to be seen (THE AEROPLANE AND ASTRONAUTICS, Sept. 30, 1960) in progress with British equipment.

A particularly interesting recent development in this continual process of development is, we understand, the evaluation at Farnborough of an American suit similar to that used by Cdr. Shepard in his Mercury capsule space-flight. This suit, it appears, is the subject of a licence agreement between the American company of B. F. Goodrich and BTR Industries, Ltd., in this country, whereby it can be manufactured in the U.K. if required. Presumably both the BTR member companies, Microcell, Ltd., and Palmer Aero Products, would contribute their separate specialist skills to such production.

At present, though, this particular project appears to be in an early stage and much will depend upon the result of the evaluation of this and other pressure suits, as to which will be chosen for equipping V-bomber crews in the future. The Goodrich suit has, incidentally, already been flown by BTR in a Canberra with the navigator pressurized in it to $3\frac{1}{2}$ p.s.i. differential.

Joining the Hawker Siddeley Board

RELINQUISHING his position as joint managing director of Blackburn Aircraft and his directorships of other Blackburn companies, Mr. N. E. Rowe is joining the board of Hawker Siddeley Aviation and taking up a new appointment in which he will work with Mr. S. D. Davies, the company's technical director (aircraft). Mr. Rowe takes to this post a wealth of experience in aeronautical engineering and a wide understanding of the problems involved in the aviation technologies; no doubt his long specialization in research and development matters will be put to very good use in his new duties. He was president of the Royal Aeronautical Society for 1955-56 and is a member of the Aeronautical Research Council and of the Air Registration Board.

Avro's New Chief Engineer

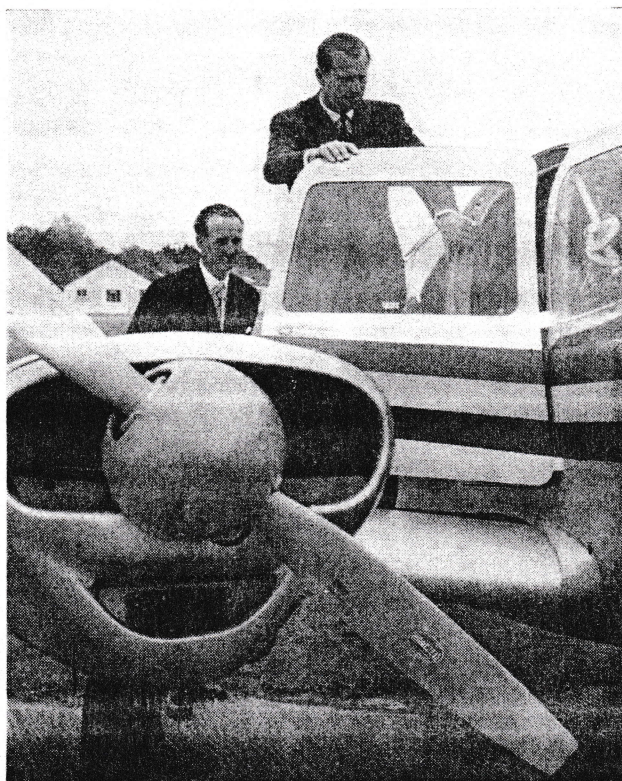
FOLLOWING a brief report last week that Mr. J. R. Ewans, A.C.G.I., B.Sc., D.I.C., F.R.Ae.S., was resigning from his appointment as chief designer of A. V. Roe, it has now been disclosed that Mr. M. J. Brennan, B.Sc., M.I.Mech.E., F.R.Ae.S., has been appointed to succeed him—as chief engineer (aircraft). Mr. Brennan was chief designer at Saunders-Roe from 1952 to 1959, having been with that company since 1937. In 1959 he became assistant chief engineer of Vickers-Armstrongs (Aircraft) and the following year was appointed director and chief engineer of Folland Aircraft.

Mr. Brennan's design experience covers a wide range, from marine aircraft to rockets. For example, he had much to do with the design of the Princess flying-boats and was responsible for the Saro SR.1 flying-boat jet fighter. He designed the SR.53 mixed-powerplant interceptor and its intended successor the 177; and was responsible for the Saunders-Roe contribution to the Black Knight re-entry research vehicle. Later he was closely concerned with the design of the SR.N1 Hovercraft. And his most recent activity has also been in connection with the Folland ground-effect research machine.

Gliding Champions

SGT. JOHN S. WILLIAMSON of the R.A.F., in which he is a radar instructor, became the new British gliding champion on Whit Monday, the last day of the National Championships at Lasham. For this he received the Londonderry Cup. He also received the McEvoy Trophy as winner of the R.A.F. individual championship, and a trophy from the Polish Air Force in Britain. He flew an Olympia 419 in League I, in which there were 50 entrants.

In the Inter-Services Championship the Emmett Trophy was won



ROYAL OPENING.—H.R.H. the Duke of Edinburgh made a short flight in a Piper Apache in the course of his visit to the College of Air Training on May 19 (see p. 578). With the Duke here is Capt. J. W. G. James, B.E.A. Flight Operations Director and chairman of the College Board of Governors.

by the R.A.F., whose three best pilots, Sgt. Williamson, Wg. Cdr. J. Croshaw and Flt. Lt. F. D. Cretney, totalled 16,846 points as against 16,678 points by the Army team, Brig. A. J. Deane-Drummond, Capt. E. C. Shephard and W/O E. Stark.

D. C. Kerridge and A. D. Purnell alternately flying a Skylark 3F, won in League II, which had 40 entrants. They were awarded a Firth Vickers Trophy for this and the EoN Cup and Kemsley Cup for the Surrey Club who entered the machine.

P. G. Burgess, flying a Ka-6, became champion in the Standard Class (15 metres span) in League I and received the Pan American Trophy. B. J. Davey and R. T. Cole, flying a two-seater Eagle, received the Slingsby and Furlong Trophies.

J. Adamek, a visitor from Poland, who flew hors concours, received a special trophy.

Avrocar Flies

AVRO AIRCRAFT'S experimental "flying saucer," the Avrocar, made its first free flights at Toronto's International Airport on May 17.

It made two flights along the airport's Runway 23, hovering about 15 to 20 ft. off the ground. It was airborne about five minutes on each of the flights. In previous tests it has been tethered.

The Avrocar is being developed by Avro as a tactical weapon for the U.S. Army. Avro Aircraft, Ltd., is a subsidiary of A. V. Roe Canada, Ltd., a member of the Hawker Siddeley Group.

The company refuse to release details of the tests, because of security restrictions imposed, it said, by the U.S. Army. However, the 90-minute series of tests were conducted in full view of hundreds of startled airline passengers and employees working at the airport.

Shimmering in the brilliant sunshine, the huge silver disc "bobbled" easily down the runway and back, bucking like a gentle pony. At the end of the runway it was put through a series of hovering tests, then flown back to the Avro factory located on the fringe of the airport.

The Avrocar is the brain-child of English-born Avro designer Jack Frost who began work on it in 1952. It is not a "hovercraft" or ground effect vehicle—it makes use of the Coanda Effect, G.K.

