Prince in the Navy

A number of Percival Prince aircraft have been ordered by the Royal Navy. They are to be used for communications and training, the roomy fuselage of the Prince making it an excellent "flying classroom". The Prince is powered by two Alvis Leonides 550 hp. engines.

Aircraft Exports

During September, airplanes, aero engines, airplane tires, and accessories to the value of $7,041,518 were exported by Great Britain, bringing the total for the first nine months of the year to $80,004,750, over three million dollars more than the total aircraft exports for the whole of 1948. If this rate is maintained for the last quarter of the year, the aircraft industry will comfortably exceed its target of $101,310,000.

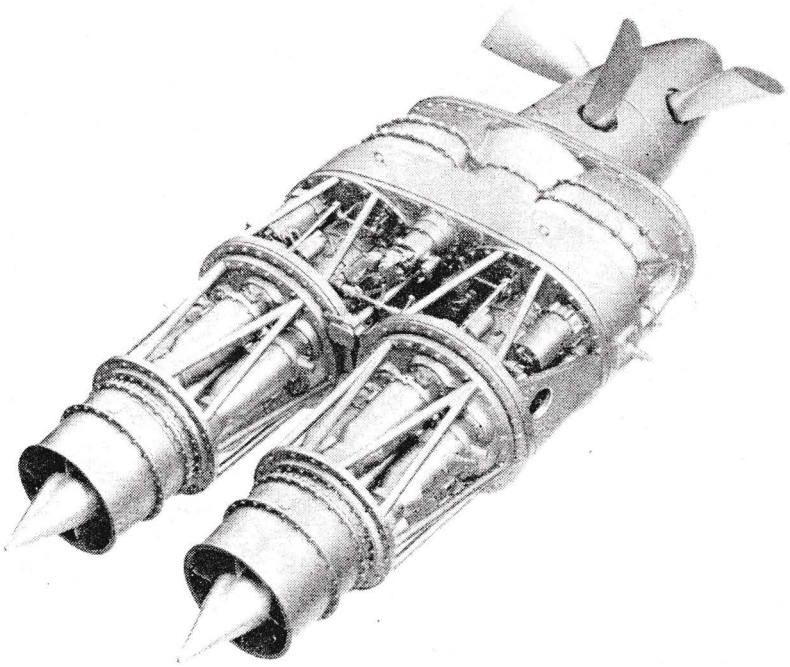
Both civil and military exports are included in the figures, with disposals and Government transactions as well. The number of complete airplanes exported during the first nine months of 1949 was 934, compared with 821 in the same period in 1948. The de Haviland enterprise, Fairey Aviation Company, Gloster Aircraft Company, Hawker Aircraft, and Vickers are the biggest exporters. Contracts for the DH 113 two-seater jet night fighter and the DH Venom fighter-bomber, which were shown for the first time at the SBAC Display, have recently been concluded with certain countries that are already operating Vampires.

Rotol Ltd., has announced a new two-bladed hydraulically-operated constant speed and feathering airscrew for light aircraft. The new airscrew has compressed wood blades and weighs 65 lbs. The diameter is 6 ft. 6 in., and the pitch range is 70 degrees.

The Bristol Aeroplane Co. Ltd., has recently transferred to Rotol Ltd. its interest in British Messier Ltd., in order to strengthen the link between the two latter companies. J. Reid, general manager of Rotol Ltd., has been appointed a director of British Messier, and D. A. Tomlinson, secretary of Rotol, has been appointed in addition, secretary to British Messier.

Other changes in the industry include the appointment of P. G. Masefield as chief executive of British European Airways, and the retirement of A. E. Hagg from Airspeed Ltd., after 30 years in the aircraft industry. Mr. Hagg joined the de Havilland Aircraft on its inception and for many years was chief designer of that Company and the chief designer of Airspeed. Not long ago he handed over his duties as chief designer to G. H. Miles but remained as technical director.

Mr. Masefield's appointment as chief executive of British European Airways came as no surprise. He joined the Corporation last January as assistant to the chairman and later as deputy chief executive and since the resignation of J. V. Wood in July he has performed the duties of chief executive. He is one of the youngest men to hold such a position in the air line industry and his energy and enterprise is already producing excellent results in BEA. The Corporation actually made a profit in July and again in August and is now confidently expected to balance its accounts within the next two years, which will certainly be an achievement.



COUPLED NAIAD

The Coupled Naiad, which was shown for the first time at the SBAC Display, is a development of D. Napier and Son, Ltd.

The Coupled Naiad develops 2,970 bhp for take-off at 18,250 rpm, plus 482 pounds static thrust (under standard ICAN atmosphere). For climb it develops 2,273 bhp plus 408 pounds static thrust, at 17,500 rpm. For maximum continuous cruising it is rated at 1,936 bhp plus 364 pounds static thrust at 17,000 rpm. The foregoing performance figures are at sea level (static conditions).

The engines used in the Coupled Naiad are axial flow propeller turbines that are anchored side by side to a gear box through which they drive a six-bladed contra-rotating propeller. Each engine is fitted with freewheeling mechanism so that in the case of an engine failure, the propeller may be driven by one engine. Both engines are entirely identical and are independently served by their individual accessories.

Maximum power developed is 3,037 bhp at 18,250 rpm at 10,000 feet at a true airspeed of 400 mph.

With a maximum height of 30 ins. the Coupled Naiad is well suited for buried installation.