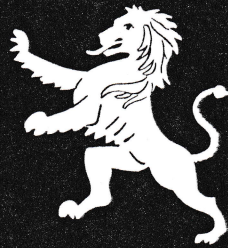




# Britain Calling

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Outstanding event of the past few weeks naturally has been the announcement that the Wright Aeronautical Corporation has acquired a license to build the Armstrong Siddeley Sapphire, believed to be the most powerful jet engine to be flown so far, and the Armstrong Siddeley Python and Double Mamba turbo-prop engines. The agreement between the two companies provides also for a complete exchange of research and technical information and is understood to be for seven years. The price paid for the British license has not been disclosed as yet but it is believed to run into several millions of dollars.

**Bristol and Wright:** In addition, the Wright Aeronautical Corporation is negotiating a long-term agreement with the Bristol Aeroplane Co. Ltd., for engineering and technical co-operation in aero-engine development and production. The agreement includes the U.S. license for a Bristol engine but the name of the engine involved has not been disclosed as yet, although rumor suggests that it might be the Proteus.

These new agreements for Anglo-American co-operation may make important contributions to the defence programs of both nations. Announcing the Armstrong Siddeley agreement, Sir Frank S. Spriggs, KBE of the Hawker Siddeley Group (of which Armstrong Siddeley is a member) said that he was hopeful that the agreement would speed up production and development for the air forces of the two nations and Western Union and eliminate certain undesirable duplication.

Both the Python and Double Mamba turbo-prop engines are in production at Coventry and the Sapphire has completed the 150 hour Service Type Test. All three engines are flying, the Sapphire in a Meteor, the Python in the Westland Wyvern and the Double Mamba in the Fairey G.R.17 and the Blackburn Y.B.I.

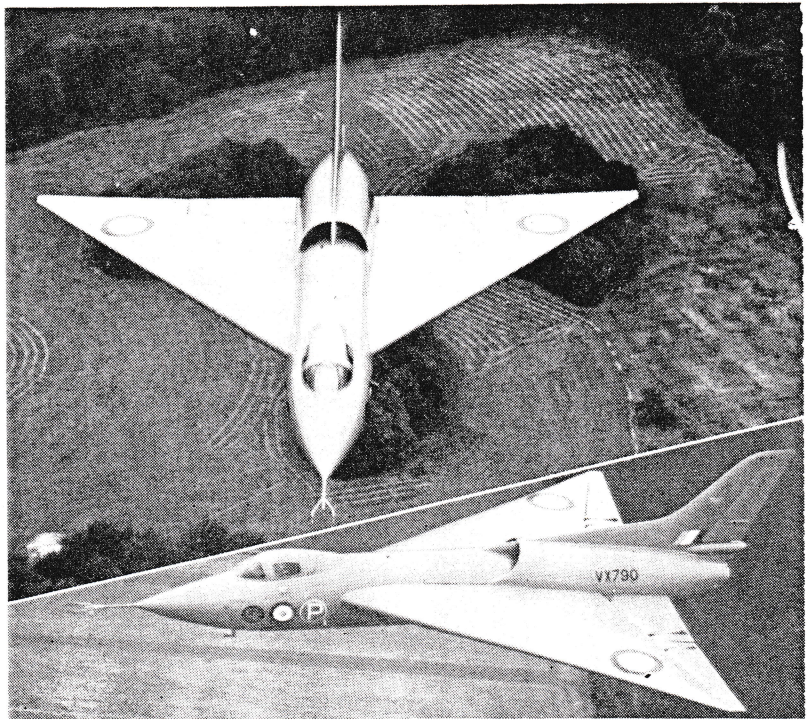
Further information on the Bristol Agreement is awaited with interest.

**Anglo-American C of A:** Another Anglo-American agreement which may have important developments for the British Aircraft Industry is the recognition and acceptance of the British Certificate of Airworthiness by the U.S.A. Following a visit to the U.S.A. by a delegation from the British ARB

On airworthiness grounds at least, there will now be no obstacle to the import of British civil aircraft into the U.S.A. The new engine agreements with the U.S. should also help to prepare the way for sales of British jet aircraft in America.

The recent announcement by G. T. Baker, president of National Airlines, that following an examination of British turbine-powered aircraft with the chief pilot of his company, he was considering placing an order for a pure-jet type of transport has been received with much interest in Great Britain.

**British Exports:** Since the War, the British Aircraft Industry has exported aircraft, engines and components and accessory equipment worth \$360,365,000 and there is no sign of exports decreasing, the total for the first eight months of 1950 being \$71,050,000 (at



**SECOND IN LINE:** The second of the Avro delta wing line of aircraft is the 707B, shown in these first pictures to be taken of the aircraft in full flight. This machine is powered by a Rolls-Royce Derwent, the intake for which is located just ahead of the dorsal fin on top of the fuselage. The 707B has been built to investigate the problems and unknown factors of the delta wing configuration.

this summer, the U.S. CAA agreed in principle to recognise the British C of A for two feeder-line types, the D.H. Dove and the Percival Prince. Now full agreement has been reached for all British types whereby the CAA will accept a British C of A as at least equivalent to the American certificate.

current exchange rates). These figures do not include the sale of licenses to manufacturers abroad.

The SBAC Display and Exhibition, Great Britain's "show window" for its aircraft wares, is always the source of much business from overseas buyers and this year more business is said to