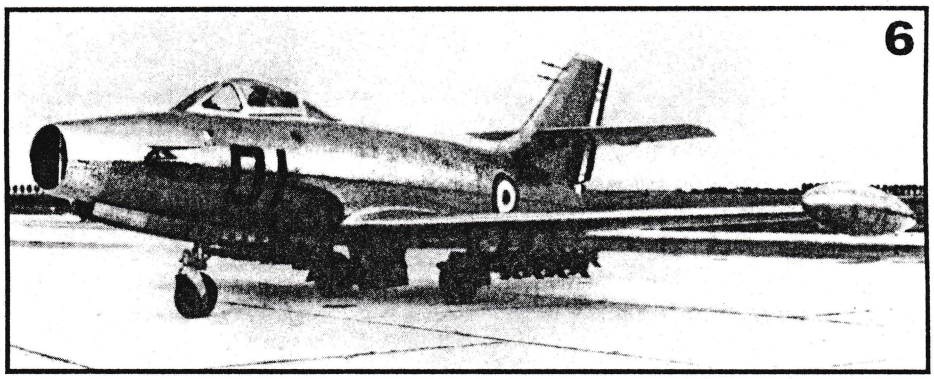
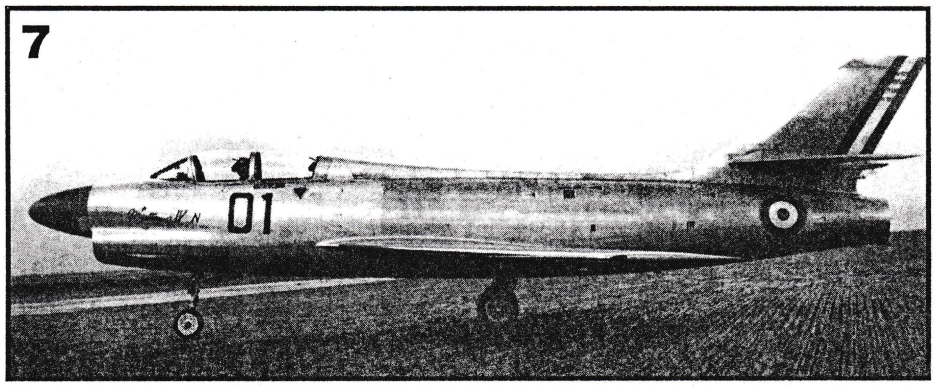
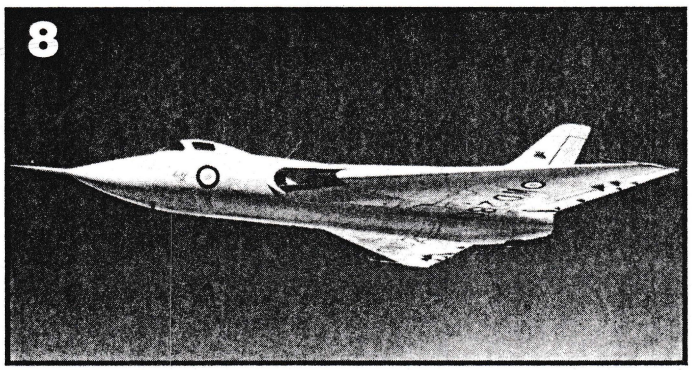
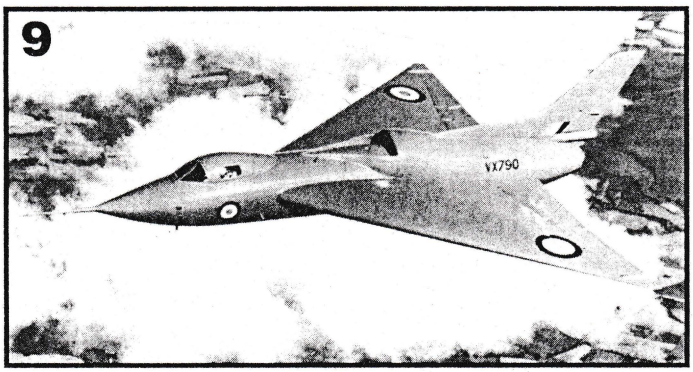
8 & 9. While the French struggled to resurrect their aviation industry, the British were turning to a new formula to revive a moribund Bomber Command still saddled with World War II leftovers. Beginning in 1947 work was initiated by Avro on a long-ranging, delta-winged bomber, the Vulcan B.1. At the same time, similar looking, smaller research aircraft were also built for both low and high-speed research. None of these were used to test the original Vulcan design, but information gleaned from their flights resulted in structural changes and modifications later made to the Vulcan. In Photo 8, the Avro 707A, optimized for high-speed research. In Photo 9, the 707B, designed for low speed handling and performance.

10. Much like John Northrop's adopting smaller flying scale models in developing his Flying Wing bomber, the XB-35, Avro utilized similar models to complement its Avro Vulcan's development. Here, four of these research aircraft are shown with two Vulcan B.1 prototypes. A total of 45 production machines were completed, followed by approximately twenty improved B.2s.









homeland. This was not the case in Britain and France.

Long a world leader, French aviation had suffered grievously during the war, most of its flagging energies and facilities employed in turning out license-built aircraft for the Luftwaffe, including obsolete Ju-52 transports and the rebuilding and reconditioning of Fw 190 fighters. Although materials and skilled workmen were in abundance, interest in the occupied industry flagged. There were many instances of sabotage, and French employees were not given advanced projects to work on. In Great Britain, war plants had continued to operate nonstop, most of their resources geared to turning out World War II type piston-engined equipment, products that were soon to be outmoded. By war's end, the country and its industry were exhausted.

(Text continued on page 20)