



360

FLIGHT

The Pilots at

THE aircraft demonstrated at Farnborough each year are easy to see; not so their pilots, who at this or any other time are apt to be both retiring and elusive. Not without difficulty, therefore, the likenesses of the majority of those who are handling the aircraft during this week have been secured and are reproduced on these two pages, together with brief notes on their careers.



ARMSTRONG SIDDELEY

S/L J. B. Starky.—A 34-year-old New Zealander with a distinguished war record in R.N.Z.A.F. and R.A.F. Was a Boscombe Down test pilot from 1946-48 before joining Armstrong Siddeley. He has done most of the Sapphire development-flying. (1)

F/L R. B. Prickett.—Thirty-years-old Canadian who joined the R.A.F. (Fighter Command) in 1940; was later jet-flying instructor and joined A.S. in 1950. Has flown 60 types, including captured German aircraft. (2)

ARMSTRONG WHITWORTH

E. G. Franklin.—An A.W.A. apprentice pre-war, learned to fly at Leamington Aero Club and served in Bomber Command; a Boscombe Down pilot in 1943; joined A.W.A. in 1945; appointed chief test pilot in 1948. (5)

J. O. Lancaster.—Also an A.W.A. apprentice, "Jo" had a war career involving Army, Navy and eventually R.A.F. Fighter Command, then Bomber Command and finally Boscombe Down. Test pilot to Boulton Paul and then Saunders-Roe. Returning to A.W.A. in 1949, became the first pilot to escape by ejector. (3)

W. H. Else.—Joined the R.A.F. in 1940 and trained with the U.S.A.F. in America; distinguished record in Fighter Command before becoming a Boscombe Down pilot in 1944; joined A.W.A. in 1947. (4)

AUSTER

R. L. Porteous.—Probably the most consistent of all demonstrators at flying displays. Pre-war, was flying instructor and junior test pilot to Philips and Powis. In the early months of the war was an S.F.T.S. instructor and was then posted to Rhodesia for similar duties. Joined Austers in 1948. (10)

AVRO

J. H. Orrell.—Chief test pilot Jimmy Orrell is 46 years old and joined the R.A.F. in 1919, serving as an instructor until 1931. Instructional and charter flying from 1931-33. Was with Avros in 1934, with Imperial Airways from 1935-42, and rejoined Avros as test pilot in 1942. Flew communication services to France and Sweden 1939-42. Is flying the Ashton. (8)

R. J. Falk.—"Roly" Falk, now aged 34, was a night fighter pilot during the war, then chief test pilot at Farnborough in 1943; did more than 2,000 hours' test flying at R.A.E. Has flown 300 different types. Is demonstrating the 707. (6)

J. D. Baker.—Joined R.A.F. in 1941; day bombing in Mitchells; Boscombe Down, then flying-boat testing at Felixstowe, leaving to join A. V. Roe. Is now 27. Responsible for much of the Shackleton flying and is demonstrating the type at Farnborough. (7)

J. C. Nelson.—Born in Colorado in 1919, served with Eagle Squadron and in 1942 commanded a special High-Altitude Spitfire Flight. Production test pilot at Vickers in 1943; from 1944-45 in Jet Development Flight at Farnborough; with F. G. Miles 1945-48, then to A. V. Roe. Has lately specialized on the Ashton, the demonstration of which he is sharing. (9)

BLACKBURN AND GENERAL

F/L Harold Wood.—"Timber" flying the Universal Freighter at Farnborough, has flown over 12,000 hours since he was taught by Cyril Uwins in 1925. Originally a Hillman's Airways

pilot; flew a Monospar to Australia in 1936; chief pilot of British American Air Services until 1939; served in R.A.F., then seconded to G.A.L. as a test pilot in 1941. (11)

BRISTOL

A. J. Pegg.—Bristol's chief test pilot. Joined the R.A.F. as an apprentice at 15½, learned to fly in 1925, and became an instructor within three years; later a Martlesham test pilot. Joined Bristols in 1935. Has logged nearly 5,000 hours and flown 150 different types. Piloting the Proteus-Lincoln. (12)

C. T. D. Hosegood, who is flying the Bristol 171 at Farnborough, was appointed the company's chief helicopter pilot early this year. Was a Naval pilot during the war, and later a Naval experimental helicopter pilot; joined Bristols in 1948. (13)

DE HAVILLAND

G/C John Cunningham.—D.H.'s chief test pilot, 34 years of age, was at the company's Technical School before the war. His war record—which included the destruction of 20 enemy aircraft—is well known. C.O. of No. 604 (County of Middlesex) Squadron until 1948; is Deputy Lieutenant of the County of Middlesex. Established world height record (59,446ft) in Vampire in 1948, and has subsequently made inter-city records in the Comet. Is demonstrating the Comet at Farnborough. (15)

W/C C. D. Beaumont, aged 47; chief test pilot of the de Havilland Engine Company since 1946. Joined R.A.F. in 1934 and in Bomber Command until 1937; instructor at D.H. School at White Waltham. Fighter pilot during war, then staff duties until seconded to, successively, Vickers, Hawkers and Westlands. Flying Venom Mk I, with reheat, at Farnborough. (16)

S/L Peter Bois.—Age 32; joining R.A.F.V.R. in 1939, served in Bomber Command, later transferred to Transport Command. An airline pilot from 1946-50, flying on S.A.S. Stockholm-New York route. Is sharing Comet demonstrations. (17)

Peter O. Bugge.—Entered Norwegian Air Force in 1939, escaping to Britain after the invasion and joining the R.A.F. in 1941, to fly Beaufighters and Mosquitoes. In 1946 joined S.A.S.; went to D.H. three years later. Is sharing Comet demonstrations. (18)

S/L John Derry, now aged 29, joined R.A.F. in 1940, was an W.O./A.G. and received pilot training in 1943, serving in rocket-firing Typhoon Wing. After the war, joined Vickers-Supermarine as a test pilot and went to D.H.'s in 1947. First British pilot to exceed speed of sound (D.H. 108). Is flying the Sea Venom N.F.20 at the Show. (14)

F/L D. de Villiers, age 28, is chief test pilot of de Havilland Propellers, Ltd., and is demonstrating Mamba-Marathon. Served in Fighter and Coastal Commands (Beaufighters) during war; seconded to D.H.'s in 1943. (19)

S/L R. W. Jamieson, 33-year-old New Zealander, and member of D.H. sales department. Learned to fly in N.Z. and joined the R.A.F.V.R. in 1937. Was an instructor during the war and was later an Airborne Forces pilot; joined D.H.'s on demobilization, was a production test pilot from 1945-49. Flying the Heron.

Geoffrey H. Pike was apprenticed to de Havillands in 1934 and became an experimental test pilot in 1939. Joined R.A.F. Reserve in



RK 903-0

FLIGHT SEPT/51