



Britain Calling

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Each year the first few weeks after the SBAC Display are spent reviewing the new aircraft and equipment which have been seen, and arguing the merits of holding the Display annually or every second year. No conclusion has so far been reached on this latter point, although now that re-armament is the main program once more and Security Regulations have been tightened, there seems more justification for the suggestion that the British Aircraft Industry should hold its great display at intervals of two years.

Completely New: There were a few critics who complained that of the 53 airplanes on show this year only about six were completely new while some 20 more were new in that they were developed from types shown last year. For such people probably one Display every five years would be enough but to the great majority of those privileged to attend the 1950 SBAC Display it was as outstanding and convincing a demonstration as ever of the superb quality of British pilots and equipment, and the steady progress made by the Industry as a whole. So long as the international situation and Security Regulations permit and the British Aircraft Industry can continue to show the progress and development staged this year, there is every reason to continue the Display as an annual event.

Looking back, one of the main feats of the 1950 Display was that although the weather was not good on several occasions, the flying program was carried through without a hitch on each of the six days. Even heavy rain one day was not allowed to interfere with the schedule and, if anything, the Brabazon was even more impressive flying in low cloud and downpours of rain than it was in fine weather.

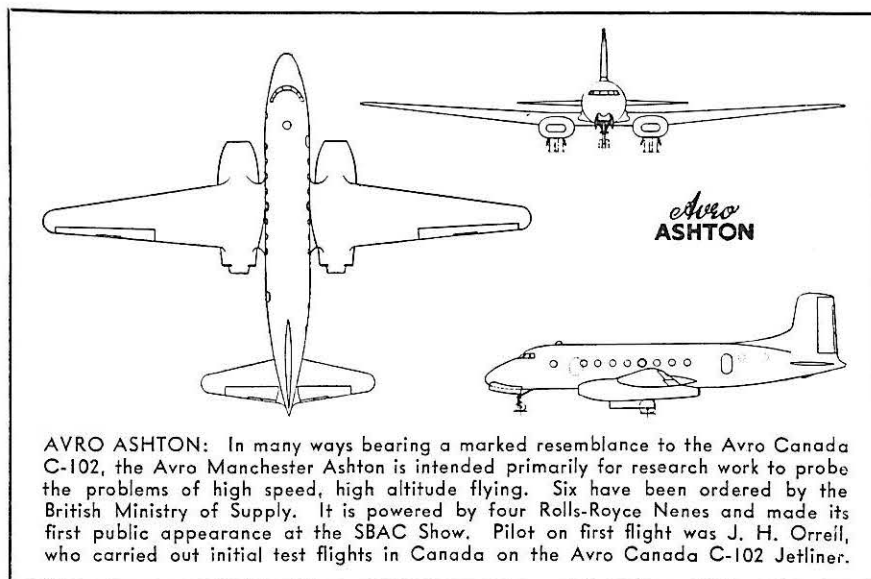
Some Disappointment: There was some disappointment that the Brabazon and the Comet were not open to in-

spection but obviously, the heavy test programs of both types would have been delayed had all the test equipment which they carry been removed, as it would have been necessary for such inspection.

The Comet in BOAC insignia and the new Viscount 700 and Ambassador in the grey and scarlet of BEA were particularly pleasant sights and this display of ownership seemed to bring their operational activities that much

was a steady stream of sightseers eager to inspect the enormous fuselage and on one occasion at least there must have been 80 to 100 people inside at one time, all circulating on a "keep to the left basis," the large ramp at the rear of the fuselage permitting simultaneous entry up one side and exit down the other.

In the Static Exhibition considerable interest was shown in the Armstrong Siddeley stand where the Sapphire and Adder were on view for the first time. The Sapphire, which was demonstrated in the Meteor in the flying program, is rated at 7,200 lb. st. th. and has a dry weight of 2,500 lb. It has recently completed a 150-hour Service Test. The Adder, a pure jet version of the Mamba, has a two-stage turbine and 10-stage axial compressor, weighs 580 lb. and is rated at 1,050 lb. st. th. It is intended for research and is expected to start flying tests shortly.



AVRO ASHTON: In many ways bearing a marked resemblance to the Avro Canada C-102, the Avro Manchester Ashton is intended primarily for research work to probe the problems of high speed, high altitude flying. Six have been ordered by the British Ministry of Supply. It is powered by four Rolls-Royce Nenes and made its first public appearance at the SBAC Show. Pilot on first flight was J. H. Orrell, who carried out initial test flights in Canada on the Avro Canada C-102 Jetliner.

nearer. Although somewhat overshadowed by its newer contemporaries there are many people who still think the Ambassador one of the loveliest, and quietest air liners flying.

Two Attractions: The DH Heron, very much resembling a bigger version of the Dove, is obviously a type to attract feeder line operators in many parts of the world and the Blackburn General Universal Freighter, although classified as a military transport, attracted much attention. It is an ugly airplane but its large fuselage, obviously capable of carrying great loads, is impressive and it looks what it is intended to be — a freighter. There

Fit for a Princess: Among the new airscrews, the eight-bladed, contra-rotating propeller developed by de Havillands for the coupled Proteus engines of the Saunders-Roe Princess aroused much interest. With a diameter of 16 ft. it is said to be the biggest Dural-bladed turbine airscrew built so far. De Havilland is understood to be experimenting with production methods for hollow steel blades.

New four-bladed constant speed feathering and braking propellers developed by Rotol for the Rolls-Royce Dart engines on the Viscount were also particularly interesting. They have a straight leading edge, square tip and curved trailing edge, and are of the