

B.O.A.C. Photo  
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## CIVIL AVIATION NEWS



**EXPERIMENT IN PAINT:** With a view to improving the comfort of passengers in hot climates, the top surfaces of one of B.O.A.C.'s Argonauts have been experimentally painted white. The idea has already been adopted by several airlines in various parts of the world, and as described on this page, has also been incorporated in the Vickers Viscount.

### VISCOUNT GOES ABROAD

THOUGH *Flight* representatives have previously been privileged to fly in—and pilot—the Vickers Viscount, and have described their impressions (issues of December 30th, 1948, August 25th, 1949), the experience is always such a pleasant one that we were glad to take advantage of a further opportunity when the aircraft made a series of short flights at Wisley airfield last Friday. Although the weather was by no means conducive to smooth flying, above the overcast the Viscount gave its passengers a comfortable, quiet ride.

Now resplendent in its B.E.A. colours and interior decoration, G-AHRF has the upper third of the fuselage exterior painted white, which will have the effect of reducing cabin temperature very considerably in extremes of heat.

In an informal talk to passengers after the flights, Mr. G. R. Edwards, chief designer, enumerated some of the finer points of turboprop economics and traced the Viscount's development. He mentioned, also, further development of an interesting item of the Viscount's equipment—the use of "automatic braking" that has nothing to do with wheels and only a remote connection with airscrew-reversing. When the weight of the aircraft comes on the undercarriage during landing, a micro-switch closes a circuit which allows the airscrew blades to revert to extra-fine pitch; the effect of the increased drag is said to shorten the run by 150 yards.

On Monday, March 20th, Lord Douglas of Kirtleside (chairman of B.E.A.) and a number of well-wishers gave the Viscount an auspicious send-off at Northolt for its flight to Amsterdam on the first leg of the European tour. Details of the route to be followed were given in *Flight* of March 9th. The Viscount is piloted on the tour by Captain W. Wakelin, of B.E.A., who is the second pilot in the world to have his licence endorsed for turboprop-powered aircraft. Vickers' chief test-pilot, Mr. "Mutt" Summers, is flying as second pilot. Among the passengers are Sir Hew Kilner (deputy chairman and managing director (aviation), Vickers-Armstrongs, Ltd.) and Lady Kilner, Mr. G. R. Edwards, chief designer, Mr. Robert Handasyde, sales manager, and Mr. Peter Masefield, chief executive of B.E.A.

### SCOTTISH MARINE BASES

THE Greenock Harbour Trust is reported to be seeking renewal of the licence for its marine base in the Firth of Clyde. As reported in *Flight* of March 2nd, the Leith Dock Committee, whose site for the proposed flying-boat base is now ready for inspection, has also sent an application to the M.C.A.

These steps are believed to arise from a provisional grant of a licence to Aquila Airways, Ltd., to operate flying-boat services from Falmouth to Glasgow, Edinburgh, Belfast, Southampton and the Scilly Isles under an associate agreement with B.E.A. It is stated that although the licence mentions Glasgow, the idea is that flying-boats will use a landing area opposite Prince's Pier at Greenock.

### THE BRACKLEY TROPHY

AT a cocktail party held at Londonderry House on March 15th and attended by a distinguished gathering of pioneers of British aviation, a trophy of unique design was presented to the Guild of Air Pilots and Navigators for annual award.

Known as the Brackley Memorial Trophy, and donated by Mrs. H. G. Brackley, it commemorates the late A.Cdre. H. G. Brackley, C.B.E., D.S.C., D.S.O., who was one of Britain's leading authorities on flying-boat operation. Appropriately, it is to be awarded annually to a British subject, within the Empire, "for the most outstanding achievement concerning improvement in the operation of flying-boats." This contribution may be either theoretical or practical, and must be related to the organization, flying or navigation of flying boats or services, but not to their design or construction.

The first recipient selected by the Court of G.A.P.A.N. is Mr. John Lankester Parker, O.B.E., F.R.Ae.S., chief test pilot of Short Brothers from 1916-1945, and now a director of Short Brothers and Harland, Ltd. The award marks the recognition of his test flying and development, over many years, of seaplanes and flying-boats, which include the Empire



**MARINE MEMORIAL:** The exquisitely worked Brackley Trophy referred to on this page took nine months to complete. It was the work of one of England's leading silversmiths, Mr. H. J. Brown of Norwich. To ensure accuracy in sculpture, Mr. Brown enlisted the aid of bird-watchers in the area near the late A/Cdre. Brackley's home in Norfolk.

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Photo