



The Blackburn Beverley can carry a composite load of 42 passengers in the rear fuselage, three army vehicles in the freight compartment and space on pallets (one of which is seen above the lorry) and wall racks for additional freight and baggage.

THE WEEK AT FARNBOROUGH . . .

pilot and each time his remarks were followed by this most impressive aerobatic.

In sharp contrast to the boiling roar of the Vulcan's engines was the gentle rushing noise of the first Gnat, which Tennant took gracefully and quietly into sweeping high-speed loops and very fast passes. And yet out of one high-speed run he banked vertically over the factory buildings and made a tight turn which must rate as the most g-provoking manoeuvre of the whole show. His landing, with the assistance of a small tail 'chute, was made in about 500 yd despite the fact that the Orpheus at present has considerable residual thrust when throttled back. The Gnat taxis without dropping its tail 'chute.

Jan Zurakowski's flying of the CF-100 left little to be desired. He threw this heavy machine into an effortless upward bunt and spun blithely down again to a few thousand feet, only to roll his way up to the top again and descend, on several afternoons, in a classic falling leaf.

The Swift, now coming off the production lines as the F.R.5, showed that numerous modifications have not affected the acceleration conferred by the afterburner. On Tuesday it accelerated from "brakes off" to 700 m.p.h. in 1 min 45 sec.

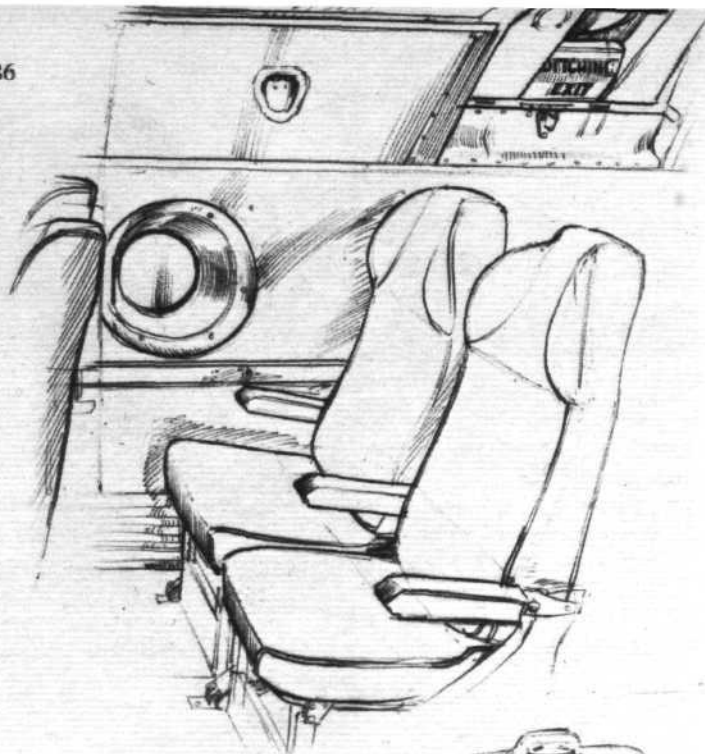
Only one Javelin flew this year but it was claimed to be a standard production F(A.W.) Mk I. Four Gloster test pilots took turns at flying the machine in the display and one of them made an upward bunt similar to Zurakowski's. Though the Javelin's passes were not as fast as some the eerie howl of the Sapphires rendered them just as effective.

The Hunter F.6 showed that the new, more powerful Avon more than overcomes the drag of the two white tanks it carried under the wings. Its passes were as fast as any during the show, and the tanks did not affect its rate of roll.

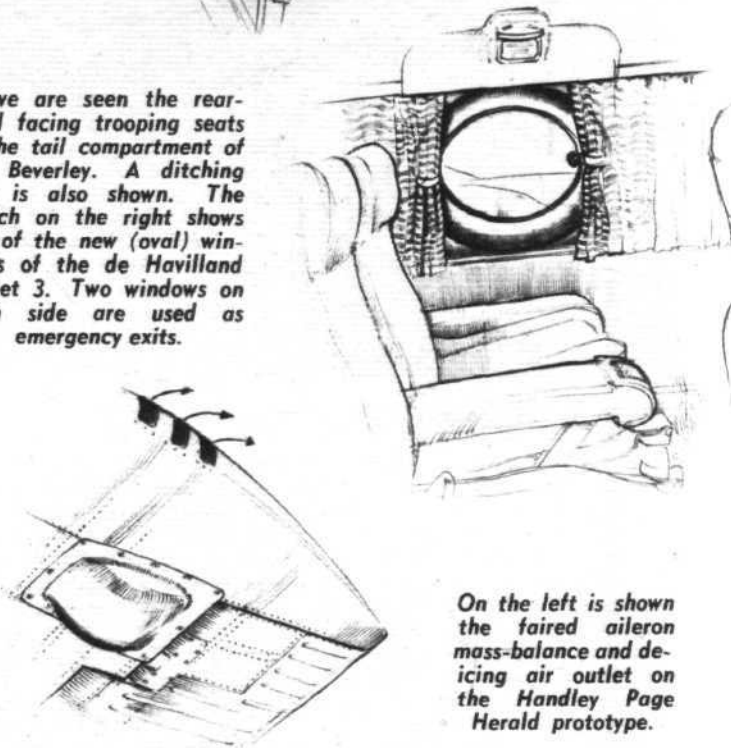
Certainly the most bizarre aircraft in the show was the Fairey Delta 2. Poised on its ungainly undercarriage, it taxied forward to the take-off point with its long needle nose going up and down for all the world as if it was picking up small objects from the tarmac. Take-off technique varied from day to day but each time Peter Twiss lined it up he waited while mechanics performed some mysterious ministrations at the nosewheel leg. On some days he lowered the nose briefly for a last look at the runway, raising it again as soon as he got rolling, while on others he took off with the nose up the whole way. At no time did he make use of the afterburner; and his demonstration, carried out rather higher than those of most other aircraft, consisted mainly of straight passes and fairly fast rolls.

Twiss brought the Delta in with the highest approach speed at the show and at a high angle of attack; the nose was fully depressed, and now it seemed to be scanning the ground below for a safe alighting point. Just before touch-down, the cluster of

Vickers-Supermarine Swift F.R.5, as now in production for the R.A.F.



Above are seen the rearward facing troop seats in the tail compartment of the Beverley. A ditching exit is also shown. The sketch on the right shows one of the new (oval) windows of the de Havilland Comet 3. Two windows on each side are used as emergency exits.



On the left is shown the faired aileron mass-balance and de-icing air outlet on the Handley Page Herald prototype.

three small braking parachutes was streamed on a very long line from the tail, and immediately the aircraft mainwheels touched down it rocked abruptly forward on to the nosewheel and pressed on purposefully down towards Laffan's Plain.

The P.1 followed the Delta on the Monday, Tuesday and Wednesday. Because of the strict veil of secrecy with which this aircraft has been covered since its first flight in August last year, it has become the great mystery aircraft. The loss of a hood shortly before the show led to a speed restriction on the machine demonstrated. Yet, although Roland Beamont made no very fast runs he showed a degree of manoeuvrability at the lower end of the speed range which was most impressive for an aircraft of this size and configuration. On some days he made a slow run with the wheels down and the great flaps fully lowered. The slab tail, meanwhile, could be seen at a pronounced negative incidence. Some notes on the P.1 appear on page 474.

Model of the A.W.167 transport project, with five tail-mounted Sapphires.

