

## FROM ALL QUARTERS . . .

immense investment. Development on separate lines by each of the major allies was "crazy," but the answers to the problems of co-operation were not simple. Clearly the sharing of knowledge must be carried out on some basis of reciprocity.

The Principal of the College of Aeronautics, Prof. A. J. Murphy, proposing the health of the guests, disclosed that this year's NATO course comprised 24 students from seven countries—Belgium, France, Italy, the Netherlands, Norway, Portugal and Turkey. One of the students of the first course, Maj. F. Romano of Italy, had returned to take further specializations in the second course. The speaker was certain that the exchange of technical knowledge between NATO countries was facilitated by the Cranfield course; for the future, the field of recruitment should be widened.

The remaining speakers at the dinner were Lt. O. Linge, Norwegian Army (one of the NATO students), and Sir Frederick Handley Page. In an extremely amusing and well-delivered speech, Lt. Linge traced the reactions of the students from the first days when they had received lecture supplements so secret they were marked "Destroy before reading." At the present time a notable stage had been reached: while he would not claim that all aspects of missile engineering were clear to the members of the course, at least they were confused on a very high level.

## U.S. Missiles Chief Resigns

THE U.S. Army missiles chief, Lt-Gen. James M. Gavin, has resigned. He stated that this was because budget cuts were denying "the necessary weapons" to the Army. Gen. Gavin commanded the 82nd Airborne Division when only 37. Mr. Wilbur Brucker, U.S. Army Secretary, said that he had accepted the general's resignation only after final attempts to make him change his mind had failed.

## English Electric Appointments

SEVERAL new appointments in the English Electric aviation group are announced. In the aircraft division at Warton, Mr. R. F. Creasey takes the new post of deputy chief engineer, responsible to Mr. F. W. Page, chief engineer; Mr. B. O. Heath becomes chief project engineer, under Mr. Creasey; Mr. E. Lovelless is appointed chief airworthiness engineer, with responsibility to Mr. Page; and Mr. F. E. Roe becomes chief development engineer, responsible to Mr. Creasey. These last three are also new posts.

Mr. J. C. King, who was an assistant chief engineer and was with the aircraft division for 12 years, has now joined the English Electric Company's directorate of engineering in London. In the aircraft equipment division at Bradford, Mr. W. G. Friggens has been appointed assistant manager, responsible to the Divisional Manager, Mr. P. J. Daglish, and Mr. T. E. Simms becomes chief sales engineer. Finally, Mr. W. Fisher has joined the guided weapons division in London as head of overseas sales, under Mr. E. L. Beverley, commercial manager of the division.

Highlights from the careers of some of the above-named are as follows:—

**R. F. Creasey:** Came to English Electric from Vickers-Armstrongs in 1946; as chief aerodynamicist in 1950 was responsible for P.1 aerodynamic design. Appointed chief project engineer in 1954.

**B. O. Heath:** Joined English Electric stress office in 1945, working on the Canberra, and was subsequently an aerodynamicist of the P.1 team. Became aerostructural engineer in 1951.

**E. Lovelless:** Became a member of aircraft Division in 1946 and chief stressman in 1950. Had formerly been with Blackburns (from 1936) and Scottish Aviation (1946).

**F. E. Roe:** As one of the company's first graduate apprentices, joined aircraft division in 1946. In 1950 was put in charge of all wind-tunnel work, and later initiated work on the Mach 4 tunnel now being built at Warton.



NEW POSTS: Mr. W. G. Friggens (left) and Mr. T. E. Simms, two of the executives of the English Electric aircraft equipment division whose reappointments are announced in a news-item on this page.

**W. G. Friggens:** Following an English Electric apprenticeship in 1946 and a period with Standard Telephones, returned to the former company in 1949 and was thereafter concerned mainly with the electrical engineering side. In 1953-55 was in charge of the development section, and was then made personal assistant to manager of aircraft equipment division.

**T. E. Simms:** Joined aircraft equipment division as projects and applications engineer in 1952 after posts with Rolls-Royce, Kontak Mfg. Co., and service in the Royal Navy.

**W. Fisher:** An Australian who joined the R.A.F. in 1938, attaining the rank of wing commander and commanding the Arab Legion Air Force under Gen. Glubb Pasha, Mr. Fisher subsequently went to Handley Page as military liaison officer. Joined English Electric guided weapons division last year.

## Decca Directorships

THREE new appointments to the Board of the Decca Navigator Co., Ltd., are announced. They are those of Mr. Herbert C. Lambert, Mr. George Hawker, B.Sc., and Mr. Graham L. Coles.

Mr. Lambert has been chief accountant of the Decca group of companies since 1947; and now, in addition to becoming a director, he is appointed group controller. Mr. Hawker joined the company in 1946 after R.A.F. experience in navigational-aid planning. He was appointed head of the systems planning division in 1950 and commercial manager in 1951. Mr. Coles joined the marine sales staff in 1946 after distinguished service in the Royal Navy and became manager of the marine division in the following year.

**MR. L. A. SANSON**, who has been appointed Napier's senior resident representative in Canada in succession to Mr. P. J. Waite. He will be responsible for the company's aviation and diesel activities, and will also represent the guided weapon and aviation equipment divisions of English Electric. His office will be at 6035 Cote de Liesse Road, Montreal 9, P.Q. Mr. Sanson was formerly European representative for Napier turbo-blowers and Deltic turbo-charged diesel engines.



## Derby Aviation Group Reorganization

IN the New Year a new company within the Derby Aviation Group came into being. Known as Derby Aerosurveys, Ltd., it will combine the air survey activities formerly carried out by the parent company from Derby Airport and the oblique photography formerly carried out by Photoflight, Ltd. an independent company that has operated from Elstree for the last ten years.

The chairman is G/C. C. A. B. Wilcock, O.B.E., A.F.C., A.F.R.Ae.S., M.P. (who is chairman of all the companies within the group) while the managing director is Mr. E. W. Phillips, M.B.E., who has been a director of Derby Aviation, Ltd., and Air Schools, Ltd., for many years. Lt-Col. H. C. Butcher, D.S.O., formerly managing director of Photoflight, joins the new company as Technical Director, and Mr. D. F. Ogilvy becomes operations director.

The registered offices are at 78, Buckingham Gate, London, S.W.1 (Abbey 2345) but most of the administrative work and the oblique photography (with the aid of two specially equipped

BELFAST PRODUCTION of the Canberra P.R.9 is well advanced at Short's Queens Island factory, and a nose section is seen in this new picture. Considerable design work has also been undertaken. Shorts have already built more than a hundred Canberras of various marks.

