

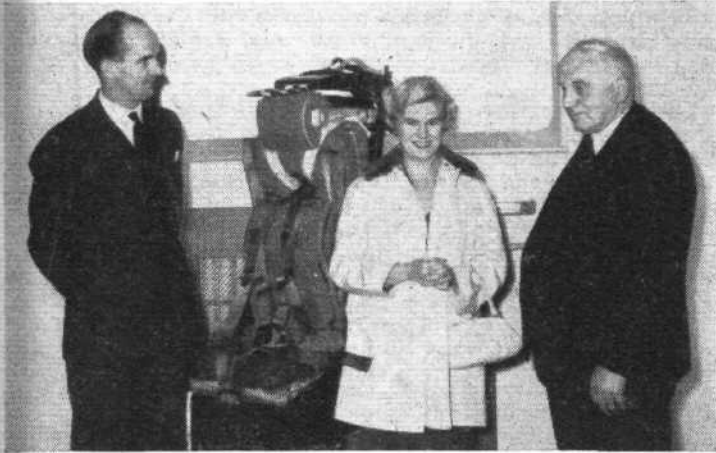
German Orpheus

IT was revealed on December 20 that the Bristol Siddeley Orpheus turbojets which will be manufactured in Western Germany are to be produced by Klöckner-Humboldt-Deutz in Cologne. It had long been believed that the work would be awarded to BMW.

Present plans of the West German Defence Ministry call for the purchase of 70 G.91s (including 91R and 91T models) which will be manufactured by Fiat and incorporate Fiat-built engines. All-German production totals 232 aircraft.

Hunter Trainer Film

ENTITLED *The Hunter Jet Trainer*, a 22min, 16mm Ektachrome film has been made by R.H.R. Productions Ltd, illustrating the main features of the Hawker Hunter Trainer. It is a film of exceptional quality which well deserves the world-wide circulation which Hawker have planned for it. The Hunter Trainer is shown operating both as a trainer and ground-attack aircraft in all its operational surroundings with an excellent commentary utilizing many recorded intercom conversations. Landings and take-offs, general training and some excellent air-to-air firing sequences are accompanied by pictures of air-to-ground firing with the Aden gun and rocket batteries. The air-to-air sequences were taken with



SEATING ARRANGEMENTS inspected by Mrs. Squier when she and her husband John Squier (left), the English Electric test pilot who successfully ejected from a Lightning at supersonic speed, visited the Martin-Baker factory. With them is James Martin, managing director and chief designer, and in the background a Mk 4BS ejection seat as installed in the Lightning

RAF Hunters from the OCU at Chivenor firing at a scarlet banner target and were made possible by generous Service co-operation. A picture of some of the aircraft involved appears on page 24.

Particularly impressive is an air-to-air sequence of a Hunter Trainer entering and recovering from a spin, taken from the rear seat of a Sea Fury Trainer which followed the Hunter down. The variety of viewpoints which the cameramen have achieved maintains a continual freshness throughout the film. The opening shots are taken by a camera mounted in the fin of one of the black Hunters of No. 111 Sqn and are followed by ground-to-air sequences of that remarkable aerobatic team. The fact that the formation was led on several occasions by a black two-seater forcefully illustrates the interchangeability of the two types; and Hawkers stress that actual conversion from single-seat to two-seat airframes is a relatively simple and cheap process.

Other excellent sequences are taken inside the Trainer cockpit during spins and aerobatics and one such view shows the Machmeter needle passing 1.0 and the stick going forward to counteract the nose-up trim change.

New Friend, Old Name

OF the Handley Page Victor, the Secretary of State for Air remarked last week that "the RAF are as proud of it, and as happy with it, as with any of its distinguished predecessors." Mr. George Ward was speaking at the annual senior staff dinner of Handley Page Ltd, an occasion lacking only one feature: the presence of "H.P." himself. He was suffering from a leg stiffness which confined him to home, but—as assistant managing director C. D. Russell announced—he hopes to be out and about again early in the new year. Mr. Russell also spoke of the company's current activities, congratulating Sqn Ldr Hazelden (chief test pilot) on the 140,000 trouble-free miles of worldwide demonstration flying of the Herald and Dr G. V. Lachmann on his laminar-flow work—"we probably know more about this technique than anyone else in the world, and now we are going to take the chance of developing it in a full-size aeroplane."

"Mossy" Preston Honoured

AT a Royal Aero Club house dinner on December 16 Col R. L. Preston, secretary-general of the club from 1945 until April 30, 1959, and now its honorary secretary-general, was guest of honour "in recognition of his services to sporting aviation and the club." It was no extinct volcano that was being celebrated, commented the chairman, Lord Brabazon, in a brief speech of appreciation; thanks largely to Mossy Preston there was now no club in London with more kick than the Royal Aero Club.

The guest of honour made a long and interesting speech recounting many of the flying events with which he had been associated. He joined the RAcC in 1924 and founded the Household Brigade Flying Club in 1928. "In 1932 I was elected a member of your air touring committee; in 1935 your representative on the council of the Air League; in 1937 to the racing committee and in 1938 to the main committee. Little did I think that, after the war, during the 14 years I have been secretary, I should attend 1,679 various committee meetings, an average of nearly 120 a year."

The speaker described the aircraft which he had owned, beginning with a B.E.2e in 1922 ("It all worked beautifully until about 1924 someone said I had to obtain a new thing called a Certificate of Airworthiness" . . .) and progressing to a Boulton Paul P.9, which was now at the bottom of the lake at St. Moritz. Also included in his speech was a reference to the Kemsley Flying Trust; it is reported on page 14.

IN BRIEF

The Royal Ceylon Air Force took delivery of six Hunting Jet Provost Trainers on December 13.

The R.F.D. dinghy in which John Squier floated ashore after his supersonic ejection from a Lightning on October 1 is being exhibited at the National Boat Show (Earls Court, London, to January 9).

A Valiant of No. 214 Sqn flew non-stop from RAF Marham to Accra, Ghana (3,255 miles), in 7hr 4min on December 16. The aircraft was captained by Wg Cdr M. J. Beetham, the squadron commander; and with him as co-pilot was AVM M. H. Dwyer, the AOC No. 3 Group, Bomber Command.

Wg Cdr G. C. Maxwell, MC, DFC, AFC, a famous First World War fighter pilot, died suddenly at his home near Winchester on December 18 at the age of 64. A member of No. 56 Sqn, Maxwell flew with Ball and McCudden and shot down 30 enemy aircraft. During the last war he commanded the night-fighter station at Ford, Sussex.

From Potez comes news that this French firm has begun the design and construction of a new transport aircraft, the Potez 840. Carrying 16-24 passengers, it will be powered by four Turbomeca Astazou turboprops. A full-scale mock-up has been constructed, and fuller details have been promised "in a few weeks."

Britain's first racing car show is being held from tomorrow (Saturday, January 2) to January 9 at the Old Horticultural Hall, London, and advance information about it is being published in today's (January 1) issue of our associated journal *The Autocar*. This Racing Car Show Guide contains stand-to-stand descriptions of car and equipment exhibits.

A. J. Wallis, Hawker Siddeley Group PRO, is co-author with Brig-Gen Charles F. Blair, Jr., USAF Reserve, of *Thunder Above*, a novel with a flying background now issued in the UK in revised form (Jarrols Ltd, 13s 6d) after being published in New York two years ago. Gen Blair, a senior PanAm pilot flying Boeing 707s, last August flew an F-100F Super Sabre from Essex to Alaska on the first transpolar flight by fighter aircraft (*Flight*, August 21). He was awarded the Harmon International Trophy in 1951 for flying a Mustang over the North Pole from Norway to Alaska.

CLUB CELEBRATION: Among those present at the Royal Aero Club dinner reported on this page were (left to right): Peter G. Masefield; Maj Jacques Allez, president of the Aero Club of France; Col R. L. Preston, guest of honour; and Sir Frank Spriggs

