



HELPED BY DAD—"Doug" Bianchi of Personal Plane Services, Ashford—13-year-old Anthony Bianchi has constructed this full-scale replica of a 1912 Vickers monoplane. The drawings were loaned by Vickers

ROYAL SALUTE: To mark the birth of the Queen's second son 36 Hunters of RAF Fighter Command flew over London on February 20. This was the scene as they came in over the National Gallery, Trafalgar Square. News item on opposite page

arranged, spoke of his interest in the activities of light aircraft and later flew both the Lancashire Prospector and the Rollason Turbulent—experiences which he seemed to enjoy greatly.

The Earl of Bective flew a Prospector up from Fair Oaks and a second one arrived from Blackpool. Three Piper demonstrators—Caribbean, Comanche and Apache—were there, the Marquess of Kildare bringing with him in the Apache J. A. Leavey, MP. Aviation Traders sent up the "seven-seater" Prentice, and other aircraft present included four Turbulents, a Jodel, Tigers, Jackaroo, Auster and Cygnet.

Avons in Spate

REVIEWING service last year by Mk 117 Avons in DH Comet 2s of RAF Transport Command, Rolls-Royce Ltd stated recently:—"The Rolls-Royce Avons Mk 117 powering the de Havilland Comet 2s of Transport Command completed 35,932hr in 1959, bringing the total engine hours since Comet 2s entered squadron service to 100,076. During 1959 there were only three unscheduled engine removals due to causes within the responsibility of Rolls-Royce. Two of these were returned after rectification and the remaining engine was overhauled, giving an unscheduled removal rate of one per 11,977hr."

F-104 Round-up

IT is difficult to assess the total world production currently authorized for all versions of the Lockheed F-104 Starfighter but the figure is certainly in excess of 2,000. At present the totals appear to be:

US Air Force, approximately 400. The performance of the original F-104A day fighter and F-104B two-seater has in several respects been disappointing, particularly in the matters of inability to operate as a weapon system in all weathers or in integration with the SAGE network. As a result aircraft of these models—about 150 in all—are being withdrawn from squadrons of Air Defense Command. Some may be supplied to Chiang Kai-Shek, and a considerable number are to be converted for use as pilotless drones. The later F-104C and D are intended to have full all-weather capability, and these are remaining in service with Tactical Air Command in the USA and Spain.

Canada: the overall programme for the Canadair CF-104 is for 200 aircraft costing \$420m. The chief individual contracts are those of the prime contractor (\$91.5m) and Orenda Engines (\$80m). Canadair's designation for the aircraft is CL-90, and the first is due to fly in April 1961.

West Germany: total procurement amounts to 660 F-104Gs. The Germans hope to manufacture all but 96 of these, the others being a mixture of F-104Gs and F-104Fs made by Lockheed (first F-104F delivery is due in May). The Gs will be built by a consortium involving Dornier, Heinkel, Messerschmitt and Siebel, and the engines will be manufactured by BMW. The latter company recently said that about 550 J79s had been ordered by the German Government, that negotiations were in hand for the sale of 200 to Holland and that another 500 were expected to be bought by "other NATO countries, including Belgium, Italy, Denmark and Greece."

Belgium: total procurement will lie between 50 and 170 aircraft (see Holland).

Holland: total procurement has been unofficially estimated at 200 aircraft. The majority of these, together with those bought by Belgium, are likely to be manufactured by a consortium of Benelux firms, including Fokker, SABCA and Avions Fairey; engines may be made by FN. Some aircraft may be supplied from Germany and 20 F-104D two-seaters are being purchased from Lockheed.

Japan: again a total of 200 aircraft has been authorized, and it is expected that the majority will be assembled by Mitsubishi. Present plans call for this firm to deliver 180 F-104C-J fighters and 20 F-104D-J two-seaters. Increased costs may eventually curtail this total.



IN BRIEF

Proposals for VTOL and STOL aircraft are to be put to the Government by A. V. Roe & Co Ltd.

✕ We regret to record that Sir David Randall Pye, CB, MA, ScD, FRS, MIMechE, FRAES, eminent in many branches of research died at his home in Surrey last weekend at the age of 73. He was an experimental officer and pilot with the RFC and helped in 1917 to produce a scheme for Britain's first anti-aircraft balloon barrage; then after returning to lecturing at Cambridge joined Air Ministry in 1925 as Deputy Director of Scientific Research, being appointed Director in 1937.

Dr Barnes Wallis appealed on Monday to metallurgists "to give us a material which will maintain its strength and elasticity at temperatures of 300°C." Opening the Engineering Materials and Design Exhibition at Earls Court he said that the supersonic airliner of the future would be required to travel at 4½ times the speed of sound for three or four hours on end; friction on the outer skin would rise to between 250° and 300°C. "Can anyone supply me with such material? If not, what you must do is set about producing it."

Today's (February 26) issue of *The Autocar* has as its theme "Choosing Your Car—New or Used"; and next Wednesday's (March 2) *Amateur Photographer* is a special Outdoor Number.

FOUR APPOINTMENTS were announced this week by Vickers-Armstrongs (Aircraft) Ltd. At right is R. H. Botterill, filling the newly created post of service controller at Weybridge Works. Below, left to right, are M. G. Crisp, appointed flight test manager after air experience with most Vickers products since 1943; Jack Rasmussen—he joined Vickers-Supermarine in 1931—who becomes customer relations officer; and J. B. Armstrong, formerly senior operations engineer and now made assistant sales manager (South America)

