



"Flight" photograph
AIR-TO-GROUND study of a Piper Caribbean used by "Flight" on a visit to the Blackburn Aircraft test airfield, Holme-on-Spalding Moor, Yorks. In the foreground may be discerned a Blackburn Buccaneer. Its low-level capability is being demonstrated by J. G. ("Bobby") Burns

FROM ALL QUARTERS

Handley Page Rumours

LAST week it was reported unofficially that McDonnell Aircraft Corporation of East St Louis, USA, had made an offer of about £6m for Handley Page Ltd. The report claimed that the board of the British Company were "holding out for 21s per share"; this represents a price of some £5,880,000, compared with previously announced company assets of £4,135,000. The value of Handley Page shares jumped from 10s 7½d to 15s, but slipped to 13s when both companies stated that the rumour was unfounded.

Both, however, admitted that they were engaged in negotiations, but these seem to have little connection with the acquisition of the British firm by McDonnell. The St Louis company is known to have been holding discussions with British aircraft companies other than Handley Page, and it seems likely that the talks are limited to reciprocal deals in each other's products and research programmes. It would not be surprising, for example, if Handley Page were to make a British version of McDonnell's Quail decoy missile for Bomber Command.

The 100km Closed Circuit

THE Russians claim that Konstantin Kokkinaki, flying an "S-66 single-jet aircraft," has put up an average speed of 2,148.3km/hr (1,335 m.p.h.) round a 100km closed-circuit. He flew at a height of 44,300ft.

The officially homologated record at present stands to the credit of Boris Adrianov, who on May 28 flew a "T.405" delta-winged aircraft round a 100km course at 2,092km/hr (1,299 m.p.h.). Powerplant of the aircraft was a "Type 13" turbojet of about 20,000lb thrust, presumably with reheat.

Both the foregoing performances are inferior to the claimed speed of 1,390 m.p.h. averaged over a course of the same distance by a McDonnell F4H.

Opening Night

"CHOSEN by virtue of my disastrous longevity" was Lord Brabazon's assessment of his role in declaring open the new lecture theatre of the Royal Aeronautical Society on December 2. The ceremony included an account of the history of the lecture theatre by the president of the Society, Dr E. S. Moulton, illustrated by slides and a film, *Realization of a Dream*; and a well-phrased vote of thanks to Lord Brabazon expressed by Mr W. Gordon Wilson, chairman of the Graduates' and Students' Section.

Dr A. M. Ballantyne, secretary of the Society, gave credit to three past presidents for the realization of the Society's plans for the new hall. Sir George Edwards had put together the bones of the idea; Sir Arnold Hall had given substance and form to this skeleton; and Mr Peter Masefield had clothed the body.

AWA Board Changes

A NUMBER of changes in the board of Sir W. G. Armstrong Whitworth Aircraft Ltd were announced last week. Mr Charles Bayly has been appointed director and general manager, and Mr C. S. Emery, who has been sales director since 1953, is to retire at the end of this year. The company secretary, Mr F. D. Stallabrass, has been made an executive director.

The position of director and general manager was held formerly by Mr W. S. D. Lockwood, who was made managing director last September upon the retirement of Mr H. M. Woodhams (who remains on the board) as chairman and managing director.

At present Mr Bayly is an executive director of AWA and chief engineer of the Armaments Division. He will be succeeded as chief engineer on January 1 by Mr John Dent, who is joining the company from Short Bros & Harland Ltd, where he is chief engineer (guided weapons).



Messrs Bayly, Emery and Stallabrass

Mr C. Bayly, MIMechE, FRAeS, joined AWA in 1939 on the aircraft production side, served in the RAF for five years and was subsequently engaged on guided-weapons work for the MoS. After that he was rocket-motor design manager to ICI, and rejoined AWA in 1955, working on Seaslug as chief project engineer; a year later he was made chief engineer (armaments).

Mr Claude S. Emery, now retiring after reaching the age of 65, has aviation experience dating from 1916, when he became an RFC pilot. He joined Armstrong Siddeley Motors in 1927, managing their affairs in Northern and Central Europe for ten years before returning to the parent factory in Coventry. He transferred to AWA in 1948 and became sales director in 1953.

Mr F. D. Stallabrass, ACA, was appointed secretary of the company in 1947, after previous service with Peat, Marwick, Mitchell & Co, the chartered accountants.

Mr John Dent, BSc, AMIMechE, with Admiralty experience from 1944 to 1955, during which period he worked closely with the RAE on early guided-weapons control equipment, joined Short Bros to form the Seacat development team.

From January 1, the AWA board will consist of: Sir Roy Dobson, chairman; Mr W. S. D. Lockwood, managing director; Sir Thomas Sopwith; Mr H. R. Watson, technical director; Mr J. A. R. Kay; Mr J. T. Lidbury; Mr S. D. Davies; Mr F. Martin; Mr H. M. Woodhams. Executive directors: Mr C. Bayly, general manager; Mr E. D. Keen, chief designer; Mr F. D. Stallabrass, secretary.