



WORLD NEWS

AFVG: The Next Stage

There has been disagreement on the design and costs of AFVG and discontent on both sides with resulting delays. At a meeting in Paris on May 8, however, the Minister of Defence, Mr Healey, and M Pierre Messmer, the French Minister of Defence, agreed a design specification, cost and industrial standards which are now before both governments for approval. This is expected next month. Deliveries of the aircraft are scheduled for 1975.

West Germany is now expressing considerable interest in the project. Although Mr Healey is reported to have indicated that he would not want to see any further delay, it is thought that an offer by West Germany to share development costs would be welcome.

Dassault takes over Bréguet

The world's oldest aircraft manufacturer, Bréguet Aviation, has been taken over by Avions Marcel Dassault in a further French governmental move to rationalise the French aircraft industry. It is said that the Bréguet-BAC relationship on the Jaguar project will not be affected, although Dassault will take control. It is known that Dassault-BAC co-operation in the AFVG field has not been smooth.

First run for Jaguar engine

The Adour supersonic turbopfan which is being developed jointly by Rolls-Royce and Turbomeca for the Jaguar has made its first test run and achieved its design thrust.

The first run was at Derby, although subsequent engines will be tested in both Britain and France. Dry thrust of the RB.172T-260 Adour is 4,400lb with 2,200lb boost from its afterburner system.

Messerschmitt Reorganises

The management of the Messerschmitt group of companies—Messerschmitt AG, Junkers Flugzeug- und Motorenwerke GmbH, and Flugzeug-Union-Süd GmbH—announced on May 12 a reorganisation to concentrate the South German aircraft industry. This is desired by both the Bavarian State Government and the German Federal Government in Bonn. With this end in view the manufacturing interests of Messerschmitt have been combined with Flugzeug-Union-Süd (the company originally founded in 1956 as a joint subsidiary by Messerschmitt and Heinkel to engage in licensed production of the Fouga Magister trainer, and then taken over entirely by Messerschmitt on Heinkel's merger with VFW) to form a new operating company known as

Messerschmitt-Werke — Flugzeug-Union-Süd GmbH. At the same time, the wholly owned subsidiary Junkers Flugzeug- und Motorenwerke GmbH and the 50 per cent Messerschmitt interest in Entwicklungsring Süd GmbH have also been transferred to the new company.

The office of President is held by Professor Willi Messerschmitt.

The capital of Messerschmitt-Werke—Flugzeug-Union-Süd is to be in the region of DM10m (approx £900,000). The present Messerschmitt group had a total turnover of approximately DM150m (£13,635,000) in 1966, and at present employs roughly 5,000 persons, including some 1,400 on development work.

Industry Efficiency Inquiry

The Ministry of Technology and the SBAC are conducting a joint inquiry into ways and means of improving the productivity and efficiency of the aviation industry. Telling the House of Commons of this move on May 9, Mr Wedgwood Benn, Minister of Technology, said Britain's performance would be compared with that of other countries.

The inquiry follows Lord Plowden's recommendation that a full examination of the industry's efficiency should be made. Under an independent chairman, Mr St. John de Holt Elstob, the committee of ten has met three times. It is made up of four MinTech representatives, four SBAC representatives and one independent member.

Representing the industry are Mr J. L. Hilton (Plessey), Mr F. T. Hinkley (Rolls-Royce), Mr R. L. Lickley (Hawker Siddeley) and Mr F. W. Page (BAC).

LTV XC-142A Lost . . .

A Ling-Temco-Vought XC-142A VTOL research aircraft crashed, with the loss of its crew, 29min after taking off from Dallas, Texas, on May 11. The aircraft was on a rescue simulation flight when it reportedly entered a dive and impacted in a marshy area of Mountain Creek Lake. The cause of the accident, which is being investigated by the FAA, is not at present known.

Five XC-142As have been built. Two have been badly damaged as a result of ground accidents (one was ground-looped, the other taxied into a hangar door) and, because of their limited remaining airframe life, will not be rebuilt.

. . . and Northrop M2 Destroyed

The Northrop M2 re-entry glider test vehicle crashed on landing at a dry lake near Edwards AFB, California, on May 10. The accident occurred while the pilot, Bruce Peterson—who was injured—was trying to avoid a helicopter

which was hovering in the landing area.

The M2 is one of several vehicles in the NASA programme to study lifting bodies as means of providing manoeuvrability for spacecraft after re-entry.

BAC Space Group Formed

A new group has been formed at Bristol to handle BAC Guided Weapons Division's activities in the allied fields of space and instrumentation. The group includes personnel, transferred from Stevenage, who were responsible for developing UK3, launched on May 5.



Mr R. G. T. Munday

Manager of the Space and Instrumentation Group is Mr R. G. T. Munday; assistant manager, with special responsibility for marketing, is Mr D. O. Fraser; and chief engineer, space, is Mr J. L. Crowther.

The Blackburn Memorial Scholarship

Applications are being invited for the 1967 Robert Blackburn Memorial Trust Scholarship. Established in 1959 by Mrs P. E. M. Blackburn in memory of her husband, the late Mr Robert Blackburn, the pioneer aircraft designer and constructor, the scholarship is intended to finance and thus encourage young men "of good potential and technical ability" to broaden their education and experience with further study or employment in the aircraft industry. Special consideration will be given to applicants who are prepared to travel abroad. They should be associated with the aircraft industry and have been trained under a recognised scheme. No age limits are specified, but it is expected that few applicants will be over 30.

Candidates will be asked to specify a year's programme and to give details of additional courses or employment they would wish to undertake abroad. The value of the award for 1967 will be £1,000.

Further information and application forms are obtainable from Mr H. W. Paine, Linklaters & Paynes, Barrington House, Gresham Street, London EC2, to whom all completed application forms