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leaders and workers, and Press. The delegation consisted of M Bernard Muller, chairman, aerospace branch CGC (Sfena, Paris); M Daniel Stern-berg, representative, aerospace branch CGC (Aerospatiale, Suresnes); and M Lucien Brun, representative, aero-space branch FO (Aerospatiale, Tou-louse).
The French delegation pointed out problems linked with Anglo-French and European co-operative pro-grammes for the future as well as the present. The subjects discussed included engines, A300B Airbus and the space launcher. A representative told Flight: "We are speaking for our-selves, not necessarily for our com-panies or our unions. We feel there is anxiety about th e future of co-operation between the French and British aerospace industries. It seems that the will to co-operate has weakened, and needs to be re-generated, especially in th e field of engines. We think it is desirable that European aircraft should have Euro-pean engines. We hope to improve relations. We have found that these meetings of European workers have achieved concrete results in the field of the European ideal. We think that the psychology can be as important as the capital. This is th e purpose of our visit."

The visit was arranged in co-opera-

The first two of five F.28s for Turk Hava Yollari were handed over at Schiphol on December 29. A firm contract for five air-
craft was signed on December 23. The third
F.28 is due to be delivered this month and
the last two in May. F.28 orders stand at 65

First photograph of wet refuelling trials with the Jaguar and Victor, which took place in October. The pilot of Jaguar A-04 was Paul Millett of BAC; the Victor was from 55 Sqn, RAF. The trials took place at Istres-le-Tube in the south of France, and were considered very successful by both Millett and Dassault-Breguet's Jesberger. The French pilot also ,ftew one refuelling mission in £-02 fitted
with a nose probe. Previous wet trials with French Air Force C-I35FS resulted in a bent
probe on A-04 because of whip on the short
hose at the end of the refuelling boom

tion with the Action Committee for European Aerospace, whose chairman is Mr Dick Cosens, a Hawker Siddeley machine-shop worker. It was timed to take place on the eve of Britain's entry into the EEC.

First operational Cat 3 landing
British European Airways recorded its first operational automatic landing in Category 3 weather conditions on December 30, 1972, when anticyclonic conditions over the United Kingdom reduced visibility at a number of major airports and caused a large number of aircraft diversions. The landing was made when a Trident 3 under the command of Capt J. P. Robeson operating the London, Heath-row, to Paris, Orly, service was forced by weather conditions to return to London. It landed at 1222hr in a visi-bility of 270m. Several other auto-matic landings were subsequently achieved during the weekend on run-way 28L at Heathrow in Cat 3 visi-bility but reduced visibility at other airports prevented other aircraft from taking off for London.

Andrei Tupolev
The death of Andrei Nikolaevich Tupolev at the age of 84 removes from the aviation world one of its pioneers who had seen its development from the earliest days until now, writes F. J. French. Few, save Tupolev and that other Russian veteran, Igor Sikorsky, who was earlier on the scene, have been spared to live and to have been so active for so long. Tupolev, who was a pupil of the pioneer aerodynamicist Zhukovsky and later became his colleague in the

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The reported coolness of Hawker Siddeley and Beech towards sugges-tions that a third company in the United States might re-engine the HS.125 with the Garrett-AiResearch TFE731 may be taken as an indica-tion that HSA has its own plans for this market.

The Pan American financial situa-tion, though still serious, appears to be responding to the new management and the bankers ex-pect the situation to be resolved by May. Low revenue rates continue to be one of the major problems.

BEA is making contingency plans for the future of the One-Eleven fleet allocated to Berlin services. Changes in the "four-power" Berlin-occupation civil aviation agree-ments of 1945 are expected this year, and could lead to greater participation by Lufthansa.

Mr Ian Morrow continues to play a major role in Rolls-Royce financial policy, responsible to Sir Kenneth Keith, the new chairman. Though his services are highly valued by Sir Kenneth, Mr Morrow, following his experience of the Government's handling of Rolls-Royce affairs, will not want to continue indefinitely.

Concorde 02 is unlikely to fly before the middle of this month at the earliest. Dunlop steel brakes are being fitted in place of the Good-year carbon units originally in-stalled, following a structural failure. A Dunlop carbon brake was scheduled to be delivered to CEAT on January 2 for type testing, after which an order may be placed. The TRA nozzle is a less efficient thrust reverser than that originally fitted to Concorde (though it has many advantages) and a 23 per cent in-crease in brake energy has thus been built into the latest Dunlop brake. Higher aircraft weights might require new brakes.

One of the main priorities of Rolls-Royce's new management in 1973 will be the centralisation of control, particularly over Derby and Bristol.

The feeling in the CAA is that, despite difficulties, there is no fun-damental disagreement with the American CAB on general charter fare policy.

There is no agreement among many British airline safety professionals about the value of public accident inquiries. Top opinion appears to be equally divided between those who .say} that public inquiries are the only way to get out the whole truth, which otherwise might be concealed in'.; a departmental inquiry, and those who say that professional counsel inhibit evidence which might further air safety but lead to blame and lawsuits for damages.