

Yox

HERE AND THERE

Norwegian Nucleus

BRITISH aircraft will be the mainstay of the Norwegian Air Force which requires a total of 187 machines to equip a nucleus of six squadrons.

At present the N.A.F. has 35 Spitfires, ten Mosquitoes, ten Sunderland flying-boats, and three Catalinas.

Radar Recommended

USE of radar by aircraft for the detection and avoidance of dangerous clouds in thunderstorm areas to minimise the danger of collision with other aircraft is recommended in the Montreal report of the Communications Committee of the Provisional International Civil Aviation Organisation.

Recommending the use of radar on large transport aircraft, the report points out that such equipment would also be an aid to navigation without visual reference to the ground.

N.E. Coast Exhibition

THE National Trades Technical Societies, whose address is St. George's Square, Sheffield, 1, is staging a North-East Coast Exhibition of Scientific and Engineering Inspection Equipment at Newcastle-on-Tyne from Feb. 12th to Feb. 22nd. It is to be held in the local drill hall in Northumberland Rd.

A particularly interesting exhibit will be the British electron microscope which magnifies 50,000 times, while the National Physical Laboratory and the Naval Ordnance Inspection Dept. will show—and in some cases demonstrate—examples of their latest and most accurate equipment.

Power-Assisted

AN ultra-light, low-powered two-seater, described as a "powered glider" is reported to be undergoing tests in California and is expected to be marketed in due course at a price not exceeding £250 by Nelson Aircraft Corporation.

The little engine is a 16 h.p. "pusher" air-cooled two-stroke of the "flat-four" type, and the machine is said to take-off at 38 m.p.h., cruise at 75 m.p.h. and climb at 300 ft./min. Its three-gallon fuel tank gives a duration of 1½ hr. at full throttle, empty weight is 465 lb., and passenger load allowance 350 lb.

The glider characteristics are indicated by a span of no less than 47ft. for an overall length of 23ft. and a height of 5ft., so, even allowing for a fairly high aspect ratio, wing-loading would be extremely low, possibly in the region of 4 lb./sq. ft.

Another feature is the retractable undercarriage (manually operated), and it would seem that, under reasonably favourable conditions, soaring flight should be possible, which, doubtless, was the designer's intention.



INAUGURATION: Lord Winster formally opening Heath Row airport before A.V.-M. Bennett took off for the first civil flight (reported elsewhere in this issue). Next to the Civil Aviation Minister "at the mike" is A.V.-M. Bennett in mufti, and, end but one, Miss M. S. Guthrie, ex-A.T.A. pilot, the first air hostess of British South American Airlines.

Carried Forward

IT is good to see the team spirit, which was so strong in R.A.F. squadrons during the war, being carried on in a practical way into peace.

An excellent example of this is provided by No. 603 (City of Edinburgh) Squadron—one of the first of the old Auxiliary Air Force squadrons to meet the *Luftwaffe* over Britain—which started its own benevolent fund during the war; subscriptions, mainly from Edinburgh citizens, now exceed £5,000, and the fund is being administered by recently appointed trustees.

A "603 Squadron Association" is being formed right away, but already an advisory committee has been set up by newly demobilised personnel to help other wartime comrades on their return to civil life, and has already tackled requests from some of the ex-airmen who cannot find homes.

That, emphatically, is the right spirit.

B.T.H. Progress

TECHNICAL developments and wartime products of the British Thomson-Houston Co., Ltd., set forth in some notes just issued by the firm include some important contributions to aviation.

There was, for example, the initial development work on the Whittle jet engine, and it was a unit built by this firm which was sent to the U.S. in 1941 for the General Electric Co. of New York to study and copy.

Radar was another sphere in which this British firm played an important role, while among their wartime munition output were thousands of bomber parts, aircraft magnetos, cameras, servo-motors and other electrical equipment.

At the present time work is proceeding on the development of gas turbines for land and marine application where moderate power is demanded.

News in Brief

The School of Aircraft Recognition has been absorbed into the School of A.A. Artillery at Manorbier, Tenby, Pembrokeshire, and becomes the Aircraft Recognition Wing there.

Mr. C. A. Oakley, B.Sc., M.A.P. Regional Controller (Scotland), will address the Glasgow branch of the Royal Aeronautical Society on Thursday, January 17th, in the Royal Technical College, Glasgow, at 7.30 p.m., on "History of the Aircraft Industry in Scotland."

The Imperial Defence College is to be reopened, and the first post-war course, to begin next spring, will be attended by representatives of the three fighting Services, the civil defence, the Dominions, and India. Gen. Sir William Slim has been appointed Commandant, and Air Vice-Marshal Sir Hugh P. Lloyd will be Senior Instructor for the air personnel.

According to Major Cortez F. Enloe, U.S.A.A.F. surgeon who edited the Medical Branch report of the U.S. strategic bombing survey, the fire effects of the atomic bomb on Nagasaki "were not nearly as bad as the effects of the R.A.F. raids on Hamburg on July 27th, 1943." After this triple strike, he said, Hamburg burned out of control for six weeks with a death roll of more than 40,000.

Wing Cdr. Barrie Heath, who has served in the R.A.F. throughout the war (he gained the D.F.C. as a Spitfire pilot in the Battle of Britain), has now been released from the Service and has been appointed to the board of Hobourn Aero Components, Ltd., Coventry.

The Manchester office of George Salter and Co., Ltd., has now been re-opened at 131, Corn Exchange Buildings (Tel.: Blackfriars 8551) under the management of Mr. A. Tonks.