

Another "First"

WITH the first flight of the Armstrong Whitworth Apollo, referred to on the opposite page and illustrated by first photographs, Great Britain has added yet another rung to the ladder of progress. There have been several first flights by new military prototypes, to some of which reference is made in this issue.

In the meantime it is very satisfactory to be able to record that the Coventry product, first referred to in any detail in *Flight* of August 21st, 1947, has been sufficiently completed to be ready to fly.

Taking into consideration the many difficulties with which the aircraft constructor is faced when producing a prototype, it is commendable that Armstrong Whitworths have been able to get this first example of an axial-flow turboprop airliner into the air in so short a time.

America Wins

LACK of uniformity in the types of navigational aid on which the control of air traffic should be based has been a great worry to operators and governments alike. The British Ministry of Civil Aviation has fought hard for the adoption of "Gee," but was faced by strong opposition from the advocates of radio range and air lanes. The Gee-response from other European countries was so poor that only five to ten per cent of civil aircraft were carrying the equipment.

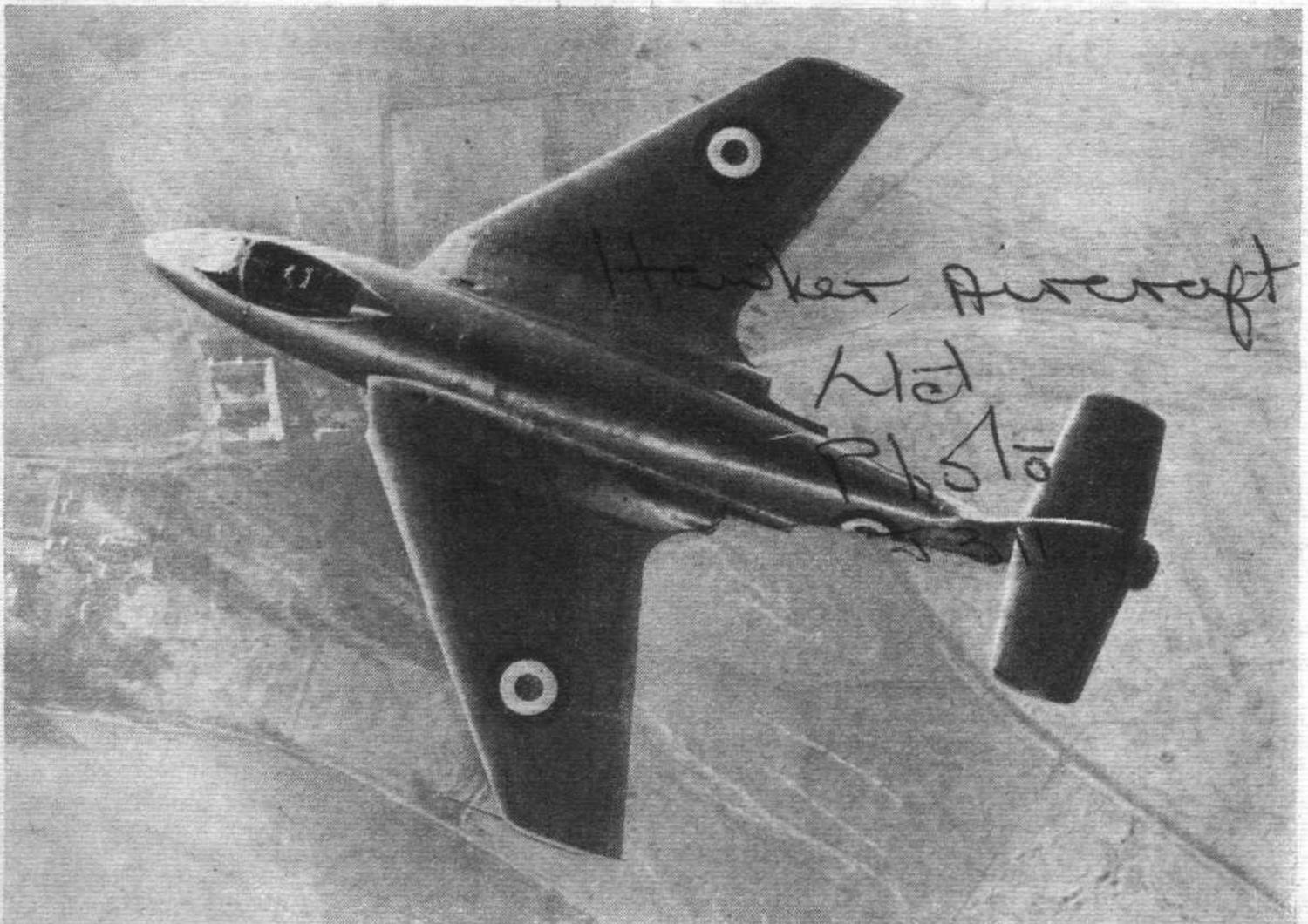
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Another drawback was that it was found that the establishment of area controls throughout the United Kingdom, as originally planned, was too costly, although in theory the Gee system is still regarded as the correct one in present circumstances.

However, the opposition proved too strong, and it has now been decided to adopt the radio-range system, in spite of the fact that it is somewhat out of date and has certain disadvantages. The air lanes system will be similar to that which has been employed in America for many years, where it has proved its practical value, but the Ministry of Civil Aviation does not regard it as the final answer to the air traffic problem.



THE STAMP OF SPEED: Remarkable in performance as are the straight-winged P.1040 and its Naval counterpart, the N.7/46, Hawker Aircraft are aiming at much higher Mach numbers with the experimental P.1052, seen above to have swept-back wings and to retain the characteristic split jet pipe for the Rolls-Royce Nene.