of 1,100 m.p.h. A maximum of five 11,000-lb thrust rockets can be used for forward propulsion and, to bring the test carriage to a halt, retarding rockets are mounted at the front end. In order to reduce the jolting action of the open-ended rail joints, the carriage rides on metal slippers instead of wheels.

The first group of experiments is being conducted with the same type of cockpit layout and ejection seat used in the Northrop F-89 Scorpion all-weather fighter; the subject pilot, however, is a 180-lb dummy. The ejection seat, with metal slippers instead of wheels.

The test will be laid down with great care. It is ruler-straight for its two-mile length and it was built to precision-straight for its two-mile length and it was built to precision-standard railway practice in having open-ended, fish-plated connections.

Unlike the deceleration tests previously noted, no manned runs are contemplated with the present ejection-seat research programme. The tests are being conducted to determine the speed limitations of the present type of seat; also to find what added protection is required for the pilot's face and body when he leaves a jet aircraft at supersonic speed. If it is found that the seat cannot get a pilot free of its disabled aircraft at these high speeds, research will be conducted either to improve the present seat or, possibly, combine it with the type of escape capsule unit now under development by Douglas, El Segundo, and the U.S. Navy.

Various military seat-caputals are being tried in the 20 different tests which make up this project. Among the devices to be tested will be the ventral type of gravity ejection already successfully used in the Douglas Sky-knight. It is believed that this scheme—also reported planned for the Douglas-USAF X-3 supersonic research aircraft—will under construction—will improve the pilot's chance of survival, because there should be less possibility of ending the tail unit.

As an historical tailpiece, perhaps we might be permitted to recall that some 20 years ago we dared to suggest this same gravity-chute idea in connection with a pusher-propelled fighter project. In the days of whirling windmills, the pusher propeller was invariably—and perhaps inevitably—killed by the flying fraternity because of its lethal potentialities astride the escape path. Now that the propeller itself has gone down the design hatch, it is interesting to note the rebirth of the ventral ejection concept, especially on the supersonic side of the spectrum. Assuming that tails remain in fashion, it is just possible that the "down the hatch" may turn out to be the best way of dropping the pilot after all.

R.A.E.C. OFFICIALS, 1950-51

THE Royal Aero Club has announced the election of officials and committee-members for the year 1950-51. Names of those elected as officials and as members of the principal committees are as follows:

CLUB COMMITTEE
President.—Lord Brabazon of Tara, M.C., P.C.


OFFICIALS FOR RACES AND RECORDS


DISPLAY REHEARSAL FOR THE SCHOOLS

WEDNESDAY, July 5th, is the day selected for the dress rehearsal of the Royal Air Force Display that is to take place on the following Friday and Saturday, and special arrangements are being made for school and youth organization parties to attend the rehearsal as guests of the Service.

The Air Ministry announces that application for school tickets (age limits 11-18) must be made by organizations before June 10th at the latest, stating the number of children and of supervisors (limited to one to every 20 children). Applications, which must be accompanied by a large stamped addressed envelope, must be sent to The Secretary (D), Appeals Department, R.A.F. Benevolent Fund, 1, Sloane Street, London, S.W.I. No tickets will be available at the gate. There will be 400 free tickets at the rehearsal for some 7,000 children, but applications will be dealt with as received.