

FROM B TO A: Following successful flight trials with the delta-wing Avro 707B (itself derived from the original 707), the 707A recently made its first flight at Boscombe Down, piloted by Mr. R. J. Falk, whose portrait appears here with one of the first views of the new aircraft. It will be seen that the intakes for the Rolls-Royce Derwent are in the wing roots and that the dorsal fin has been extended forward. Dimensions are: span, 34ft 2in; fuselage length, 34ft 4in. Sir Roy Dobson, Avro's managing director, has spoken of the delta layout as offering the "lowest possible" drag and a high degree of manoeuvrability at altitude.



Death of Mr. J. D. Ellor

WITH deep regret we record the death of Mr. James Edwin Ellor, assistant chief engineer at Rolls-Royce, Ltd. Mr. Ellor died in Middlesex Hospital, London, on July 16th, after enduring a protracted illness; he was 59.



Mr. J. E. Ellor

Mr. Ellor joined Rolls-Royce 24 years ago and proved himself one of the most gifted engineers on the company's technical staff. On his appointment in 1927 he was made responsible for development work on superchargers, and it was shortly after this that a single-sided centrifugal blower was fitted to the Rolls-Royce Kestrel. He later assisted in the development of a supercharger for the Rolls-Royce "R" engine which powered the Supermarine S.6, Schneider Trophy winner of 1929. His work on superchargers for the "R" engine led to the development of a single-stage, and later a two-stage, supercharger for the Merlin. During the war years Mr. Ellor was sent by Rolls-Royce to the U.S.A., as technical

representative of the company, to assist the Packard Motor Co. in the production of the Merlin engine.

In the post-war years Mr. Ellor's specialized knowledge has been applied to the development of compressors for gas turbines, and he has been responsible for research work on the Derwent, Nene and Avon engines. Mr. Ellor was a Fellow of the Royal Aeronautical Society, a life member of the Society of Automotive Engineers, and a member of the Institute of Aeronautical Sciences.

Conference Arrangements

MORE details are now available concerning the Anglo-American Aeronautical Conference, to be held at Brighton from September 3rd to 7th. Over 500 delegates, representing official and industrial establishments, will attend, including 95 from America, of whom 43 are bringing their wives. Under the chairmanship of Mrs. Halford, a committee has been formed to take special care of the American guests, and the nature of the problem facing the committee and Capt. J. L. Pritchard will be realized when comparison is made with the 1947 conference figures—44 British

delegates and 42 American. (It will be remembered that, although Capt. Pritchard has retired from the Royal Aeronautical Society, he has agreed to make the necessary arrangements for the conference, and all inquiries should be forwarded to his office at the Society.)

Brighton Corporation are being generous in their help to make the conference a success, and they have placed the famous Dome and Corn Exchange at the disposal of the Society for the opening session and lectures. The Corn Exchange is large enough for two lectures to be held simultaneously, and lunch facilities will be provided in the building itself. It is suggested that delegates should take advantage of these facilities, as quick lunches may be difficult to obtain elsewhere.

A supper and dance—in the Royal Pavilion on Wednesday, September 5th—has been arranged by the Mayor and Mayoress. The conference dinner will be on Friday, September 7th.

Admiral Forrest P. Sherman

IN recording the death of Admiral Forrest P. Sherman, United States Chief of Naval Operations, after a heart attack in Naples on July 22nd, *Flight* pays tribute to a very distinguished and gallant sailor and one who accomplished much in furthering the cause of naval aviation.

Admiral Sherman was born on October 30th, 1896, and was appointed to the U.S. Naval Academy in 1914. During the first world war he saw service in the Atlantic and the Mediterranean, and subsequently qualified as a naval aviator at the Naval Air Station, Pensacola. He served in a number of aircraft carriers, and in 1930 was appointed instructor in seamanship and flight tactics at the Naval Academy, Annapolis. At the outbreak of war in 1939 he was Fleet Aviation Officer on the staff of Admiral Bloch, and from 1940 to early 1942 worked in the war plans division of the office of the Chief of Naval Operations. In May, 1942, he assumed command of the aircraft carrier U.S.S. *Wasp*, which vessel he commanded when she delivered a supply of sorely needed aircraft for the defence of Malta. Admiral Sherman was still in command of the *Wasp* when she was sunk by the Japanese off the Solomon Islands. His conduct on that occasion, when he was instrumental in saving 90 per cent of his crew, earned him the Navy Cross.

Admiral Sherman was present at the Japanese surrender aboard the battleship *Missouri* in Tokyo Bay, and in 1947 was appointed to command the United States fleet in the Mediterranean. His appointment as Chief of Naval Operations dated from 1949.

OVER TO YOU—: Air Commodore Strang Graham of English Electric delivers the requisite documents into the hands of W/C. D. R. Cuming, who, as mentioned on page 103, recently took over the first Canberra jet bomber for the R.A.A.F. Others in the group are Mr. W. Shorrock (E.E. works manager), F/L. C. G. Harvey, R.A.A.F., and (extreme right) W/C. Roland Beamont, chief test pilot, English Electric.

