The conception of periscopic vision for the pilot is by no means new, but recent trends in aircraft design have brought the problem once more into prominence. The latter objection can, of course, be quickly met by modifying the pilot's position to the left or right. The main reason why the method is deemed worthy of serious consideration. Firstly, it enables the pilot's angle of view to be increased from the nose of the aircraft and so eliminates the blind spot caused by the fuselage. Secondly, the problem has been solved by the use of a number of periscopes facing in different directions; the former, however, is caused by much head-scratching among aircraft periscope designers, and the problem has not been completely overcome.

FLYING BY PERISCOPE

The two principal objections which remain are the vulnerability of the periscope to enemy fire, and the restricted angle of view. Amongst the more practical steps being taken to enable immediate serviceability to be effected during flight are prism projector cartridges which blow out prisms and objectives damaged by gunfire; complete replacement units which can be put in by the pilot with one hand in a few seconds; and special auxiliary viewing devices which can be rapidly brought into action.

L.R.C.H.

S.B.A.C. SCHOLARSHIP WINNERS

The Society of British Aircraft Constructors has issued a list of students to whom S.B.A.C. University scholarships and educational grants have been awarded for 1953. The names are as follows:

University Scholarships.—(a) Students who have completed their first years of study: Second-year scholarships to D. Fletcher and G. J. Norbury at the College of Aeronautics, and to J. Taylor at Imperial College. (b) New awards: University scholarships to J. E. Wingate (Fairey Aviation; D. C. Marsden, Blackburn and General Aircraft; M. H. Davidson (awarded the Sir Nigel Norman scholarship), Craft; I. R. Bayley, de Havilland Engine Co.; D. M. Bloor, Fairey Aviation; C. M. W. H. Roper, Saunders-Roe; F. A. Smith, de Havilland Aircraft; J. P. B. Cuffe (de Havilland Engine Co.), W. P. A. Harris (Boulton Paul Aircraft). These last three students will be going to the College of Aeronautics.

Educational Grants.—Eight awards have been made and, subject to acceptance by the companies concerned, the boys will serve their apprenticeships as follows: D. M. Abraham, Blackburn and General Aircraft; R. Bayley, de Havilland (with the type of training described in his application for the Sir Nigel Norman Scholarship); Fairey Aviation; D. C. Marsden, Blackburn and General Aircraft; W. C. R. O. Roper (awarded the John de Havilland scholarship), de Havilland Aircraft; C. H. W. Roper, Saunders-Roe; F. A. Smith, de Havilland Aircraft.