of Mr. V. H. Bellamy, an ex-Fleet Air Arm pilot. As we reported on January 25th and June 20th, 1952, Mr. Bellamy came across two Gladiators at Hamble and, with considerable assistance from the British industry, turned them into one good aircraft which was shortly granted a full C. of A. The two had originally been built as N 5903 and L 8032 (the former, at least, being a Sea Gladiator, and the latter the last Gladiator of the 527 that were constructed).

Last autumn, Mr. Bellamy sold AMRK to its makers, the Gloster Aircraft Company, who probably have the best facilities for keeping it in flying condition. Its next public appearance is scheduled for tomorrow, May 29th, at the R.A.F.A. display at Staverton Airport, mid-way between Gloucester and Cheltenham.

The pilot on this occasion will be Geoff Worrall.

Air News on the Air

FOLLOWING a visit to Britain by Mr. Rasmus Hansen, Denmark's Defence Minister, the reorganization of the Danish Air Force is being discussed. One report says that 120 instructors—presumably technical—may come from Britain, and that a British adviser is being sought; the name of Air Chief Marshal Sir Hugh Saunders, who retired from the R.A.F. last year, is mentioned in this connection.

This news was given in a recent report by Copenhagen Radio, and is one of an unusually large number of stories, of varying degrees of aeronautical significance, that have been put out during the past two or three weeks by the broadcasting stations of various countries, both in Europe and farther afield.

The Big Helicopter Order

LAST week we briefly recorded Mr. Duncan Sandys' announcement—made in the House of Commons shortly before we went to press—of a Ministry of Supply production order for "about 100 of a military version" of the Bristol 173 helicopter; we also quoted some of the figures given by the Minister concerning money spent on helicopter research.

It is now possible to give these figures in more detail. Mr. Sandys revealed them in a written reply to Mr. Holt (Lab., Bolton West). Though, as he said, it was not the practice to publish detailed figures showing the sub-division of sums voted for research and development, he recognized that there was considerable public interest in helicopters at this time, and he was satisfied that security in other fields would not be prejudiced by giving the required information. The sums provided by the Ministry, he said, were as follows:—

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount</td>
<td>0</td>
<td>£115,000</td>
<td>£180,000</td>
<td>£127,000</td>
<td>£280,000</td>
</tr>
<tr>
<td>(estimated)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>£1,256,000</td>
</tr>
</tbody>
</table>

In the year 1954-55 expenditure was likely to increase to more than £2,500,000. From these figures it would be seen that the amount spent by the Government on helicopter development was