

TANDEM TRANSPORT: Described on page 35 of last week's issue, the Piasecki PH-42 civil derivative of the H-21 Work-Horse helicopter is intended for delivery in 1956. The built-in steps are noteworthy; the power unit will be a Wright R-1820 of 1,425 take-off h.p.

A New Canberra

MENTION may now be made of the English Electric Canberra P.R.9, which has been specifically designed for long-range photo-reconnaissance at extreme altitudes. Ordered in quantity for the R.A.F., the Mk 9 has more powerful Rolls-Royce Avons, a wing of increased chord inboard of the engines and four feet more span (to 68ft). Production Mk 9s will have a "Mk 8 type" canopy, but this is not fitted to the prototype, first flown last Friday by Mike Randrup, the Napier test pilot. Napier (a member of the English Electric group) did detail design and built the prototype, basic research having been done at Warton.

Loss of the "525"

THE prototype Vickers-Supermarine 525 crashed and caught fire at Idmiston, near Salisbury, on July 5th. Its pilot, Lt-Cdr. Anthony Rickell, who was flying the aircraft from the A. and A.E.E., Boscombe Down, received injuries from which he died in hospital shortly afterwards. He had apparently operated his ejector seat in the last seconds before the crash.

The 525, which first flew in May of last year (and which was demonstrated at the Farnborough Show by Lt-Cdr. Lithgow) was a twin-Avon interceptor for carrier duties, designed as an interim development towards an even more advanced type—the N.113—which is the subject of a substantial order. Derived from the straight-wing Supermarine 508 and 529, the 525 had swept wings.

Bristol Engine Division Appointments

NEW design appointments are announced by the engine division of the Bristol Aeroplane Co., Ltd. Dr. E. J. Warlow-Davies, B.A., D.Phil., B.Sc., is appointed deputy chief engineer of the division and a member of the divisional Board. Mr. S. S. Tresilian, B.A.(Cantab), A.F.R.Ae.S., A.M.I.Mech.E., M.S.A.E., becomes an assistant chief engineer and Mr. B. S. Massey, A.M.I.Mech.E., A.F.R.Ae.S., an assistant chief designer. Mr. B. D. Blackwell, M.A., B.Sc.(Eng.), A.F.R.Ae.S., has been made engineer-in-charge of a new department for the development of turbine blades.

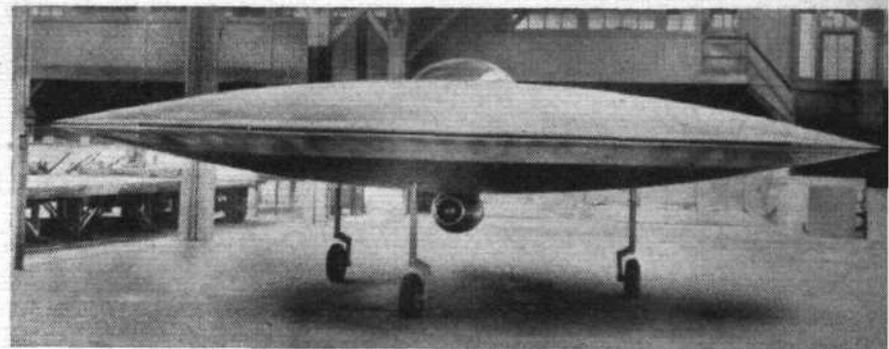
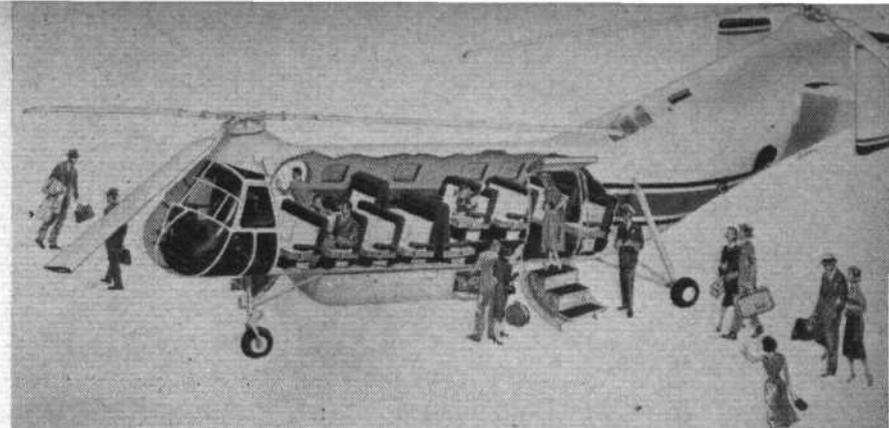


Dr. Warlow-Davies

Dr. Warlow-Davies, who is an Australian, joined the Royal Aircraft Establishment in 1936, as a junior scientific officer, later worked on fatigue-failure research with the L.M.S. Railway, and in 1942 joined the Rolls-Royce experimental department, later becoming technical

production engineer at the Glasgow factory and in 1946 taking charge of the Rolls-Royce North American Technical Office in Montreal. From 1947 onwards he held various appointments with Rolls-Royce in England but returned to Canada in 1951 and in November of that year became general manager and chief engineer of their Canadian organization, a position which he held until joining Bristol in 1953.

Mr. Tresilian, who took an engineering degree at Cambridge, spent thirteen years with Rolls-Royce and was also, for three



SOUCOUPE VOLANTE: This model of a projected "flying saucer" was displayed in Paris on July 1st by the well-known designer René Couzinet. There are top and bottom "saucers," and around the edge of each are 48 vanes which, driven by three 135 h.p. motors, rotate in opposite directions to provide lift. Forward thrust is provided by a 350 lb-thrust Turboméca turbojet.

years, chief engineer of the Armstrong-Siddeley aircraft engine division. During the war he worked as a liaison engineer with the American Army. He joined the design office of the Bristol engine division in May 1953.

Mr. Massey came to the engine division's design office in 1936 from Armstrong-Whitworth. During the early part of the war he worked in the project-office on performance calculations for new supercharger and projected engine ratings, and later became head of the supercharger section at the main design office. In 1947 he headed a section formed to design air-conditioning systems for large aircraft. Since 1951 his responsibilities have included the design of the Orpheus turbojet and development design work on the Proteus.

On the Other Side

AS we reported last week, G/C. A. F. Bandidt, A.R.Ae.S., has been appointed Handley Page representative in Australia, New Zealand and the Far East. Born in Australia, "Bush" Bandidt served in the R.A.A.F. and, for 12 years, in the R.A.F. He made—in a Gemini—the first post-war solo flight from England to Australia, and during the past three years he has visited airlines in all parts of the world in a survey on which the H.P.R. Herald has been based.



G/C. Bandidt

HIRED HELP: B.O.A.C. have chartered from Seaboard and Western Airlines two Super Constellations for service on the busy tourist route between New York and Bermuda. Built for freighting, the aircraft have only half the normal number of cabin windows, but the restricted view is presumably acceptable on this short (2 hr 40 min) run. Carrying up to 86 passengers, they are manned by Seaboard flight crews and B.O.A.C. cabin attendants.

