

HERE AND THERE

Valiant Record

THE Valiant which is to carry out bomb-ballistic trials at Woomera, referred to on page 212 of this issue, established—subject to F.A.I. confirmation—a new point-to-point record between Singapore and Darwin last Monday. It covered the 2,080.644 statute miles in 4 hr 50.1 sec, at an average speed of 518.36 m.p.h. This betters the record of 4 hr 24.43 min set up two years ago by a Canberra. At Darwin, damage to the tail fin was expected to cause a 24-hour delay.

Gyron-Sperrin at Hatfield

THE Short Sperrin with a de Havilland Gyron turbojet in the lower port nacelle, flew from Aldergrove, Co. Antrim, to Hatfield on August 4th. A programme of intensive flying by Mr. C. D. Beaumont, chief test pilot of the de Havilland Engine Co., is in prospect.

FOUR OUTSTANDING ISSUES

LAST year, for the first time, we introduced a special number of *Flight* in which the scope and achievements of the aircraft industries of the British Commonwealth were reviewed and illustrated. The issue was welcomed both at home and overseas, and it is our intention to repeat it this year. This greatly enlarged number, forming a valuable means of reference to aircraft and component firms in Canada, Australia and other areas, will accordingly appear on Friday, August 28th—a fortnight hence. It will be appropriately followed by the annual Britain's Aircraft Industry Number (September 2nd)—the biggest yet published—and then by the Farnborough Report and Farnborough Review issues.

P.G.M. by C.P.A.

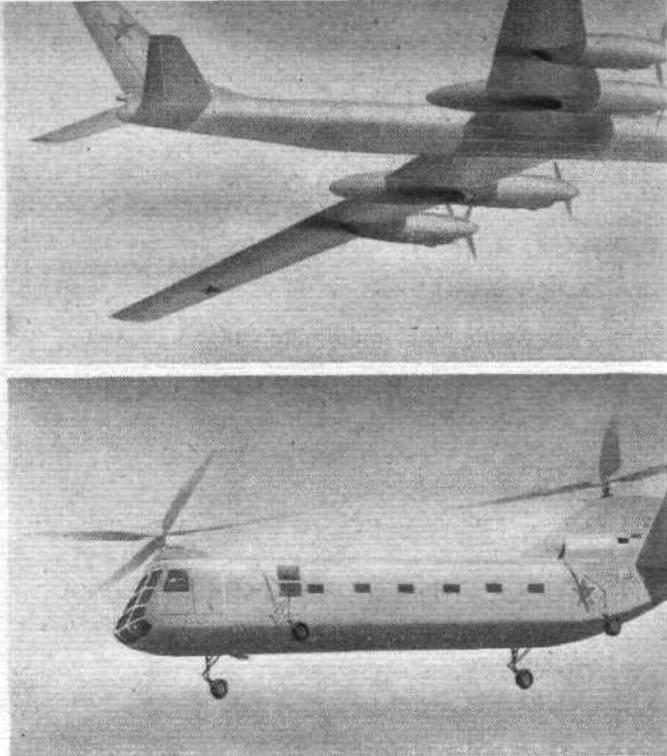
MR. PETER MASEFIELD, chief executive of B.E.A., flew via Canadian Pacific Airlines' polar route to Vancouver on Saturday last, August 6th. He was travelling on to Seattle, where, from Monday to Wednesday, the Institute of the Aeronautical Sciences were staging a series of international discussions on turbine-powered-transport. Mr. Masefield was to be guest of honour and principal speaker at last Tuesday's I.A.S. dinner in Seattle.

Focke Convertiplane

A PATENT for a convertiplane has been issued in Washington to Heinrich Focke, formerly associated with the Focke-Wulf and Focke-Achgelis concerns. The machine, stated to have been "invented

RUSSIAN REVELATIONS:

These "Flight" copyright sketches have been prepared—from photographic evidence—to show characteristic features of Russia's turboprop bomber and the large military assault helicopter, both of which made their first public appearance over Tushino on July 3rd. Significant features are the heavy sweep on the bomber's wing (suggesting high performance and development potential), and the workmanlike design of the helicopter, a feature of which is high capacity.



for the Brazilian Government," is of a highly unorthodox design. According to the *New York Times*, "when the aircraft is on the ground its nose, which carries the propellers, points upward at about 45 deg, somewhat like a bird's neck and head. The machine can take off vertically and hover, according to the patent. For the take-off, the wings revolve and assume a cylindrical shape. Once the craft has enough altitude, the pilot can flatten the wings to normal for horizontal flight."

Frank Bullen's New Post

APPOINTMENT of Mr. G. F. Bullen as chief production test pilot is announced by Hawker Aircraft, Ltd. The appointment took effect on August 2nd.

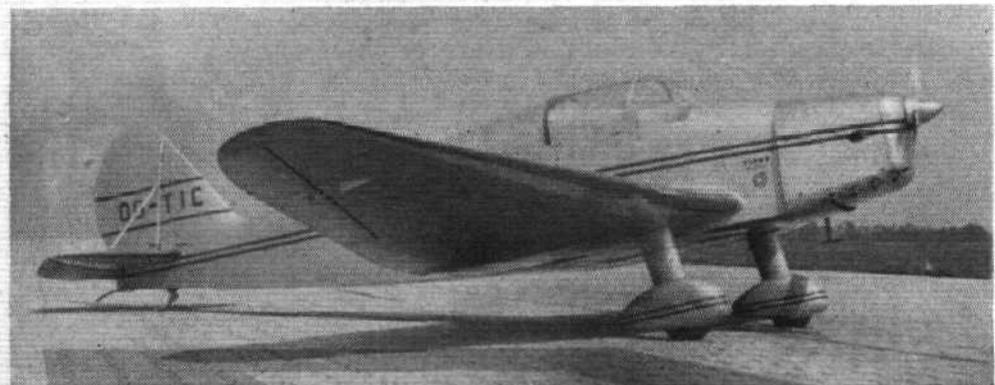
Lightweight Economy

AVERAGING more than 38 miles to the gallon of petrol, a Topsy Belfair (62 h.p. Walter Mikron) was last week flown non-stop from Chievres, Belgium, to Sidi-Ifni

in Spanish Morocco, a distance of about 1,645 miles. Subject to F.A.I. confirmation, this breaks the straight-line distance record in class C.1a (aircraft under 500 kg loaded) held by an American Mooney M-18L with 1,364 miles. The Belfair's pilot was P. I. R. Andersen, who is test pilot to the makers, Avions Fairey S.A.

Trident II

FRANCE'S S.O.9050 Trident II, interceptor derivative of the S.O.9000 Trident I supersonic turbojet cum rocket research aircraft, flew for the first time on July 21st. The pilot was Charles Goujon, who is now continuing tests on both aircraft. During tests this month of the Trident I the machine has exceeded the speed of sound by several hundred m.p.h. in level flight and on the climb with only two of its three rocket barrels operative. Tests are also reported to have shown the Trident's manoeuvrability at high supersonic speeds.



THE TOPY Belfair in which, as reported above, P. I. R. Andersen flew non-stop from Belgium to North Africa. Extra fuel and oil tankage, installed in the passenger seat, was the only departure from standard.



FRUITFUL GROUND: This Sikorsky S-51 (ex-B.E.A., and now operated by Autair, Ltd.) toured the South Coast on Bank Holiday Monday. Its appearance, at a place and time where motorists probably had some particularly strong feelings, was sponsored by the Roads Campaign Council.