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A Closer Look at the Russian Counterpart to the Canberra

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**THE AERONAUTICAL BOOKSHELF**


Ten papers were delivered at an A.G.A.R.D. Aeromedical Panel symposium at Scheveningen, Holland, in May 1954, and in this book they have been collected together, and published complete with the discussions which ensued. The topics discussed were mainly in connection with measurements of pilots and the desired dimensions for their various work-spaces in aircraft, and the types of instrument presentation and layout which were required for modern operational flying. One notes that three of the sources of information quoted in the paper on Human Factors in Aircraft Design are given as Flight; and that two of the diagrams of an instrumentation system proposed by Mr. O. W. Neumark were also originally published in Flight.

Some of the papers deal with performance in subsequent training and operational flying of certain psychological types identified during pre-acceptance assessment in various countries.

"The Comet Riddle" by Timothy Hewat and W. A. Waterton. Frederick Muller, Ltd., 110 Fleet Street, London, E.C.4. Price 10s. 6d.

Last year’s investigation into the accidents to Comets G-ALYP and G-ALYY was rightly described at the time by Sir Lionel Heald as "a most remarkable piece of scientific detective work." It was an even more remarkable gift to journalists and writers in general. Many thousands of words appearing in the national Press at that time reported, interpreted—and at times distorted—the evidence of the Inquiry; and more than one publisher prepared to produce a book telling the full Comet story.

The first of these to appear, written by an Australian journalist in collaboration with the air correspondent of the Daily Express, is a popular account of the history of the de Havilland Comet up to the implications of Lord Cohen’s report of the Inquiry. Inevitably, there is much over-simplification; not so inevitably, there are factual errors, mis-spellings, and phrases like “knots per hour.” There are passages to offend the aeronautical purist, and some others, in Chapter 9, which may strike Flight readers as vaguely familiar.

These faults are relatively minor, however, for the picture which the authors build up of the Comet investigation is basically sound. The drama of the whole story is conveyed well, at the expense of over-emphasizing general-interest aspects having little significance.

Many interested people, at the time of the Inquiry, found difficulty in obtaining a clear overall view of the evidence being presented. This was due both to the sheer volume of this evidence and to the manner in which newspapers like Mr. Water- ton’s tended to deal with it. While this book will not satisfy those desiring full technical details—or is it “the full story of the Comet” as the dust-jacket blurb claims—it does give a readable, condensed account of the historical background of the Comet and of the fascinating story of the Farnborough investigation. The full story will take more than 160 pages of anyone’s writing; in the meantime, The Comet Riddle is a fair digest of the facts.


Designed "to fill the need for information about the living men and women contributing to aviation’s dynamic development," this volume should be useful to members of the aircraft industry and, in particular, those who conduct foreign business. It is an American publication, and lists over 2,000 biographies of industrial, Service and other personnel in all parts of the world. Not surprisingly, perhaps, American entries considerably outnumber those for the rest of the world together.


Members of the industry who have cause to make business journeys to various parts of the country will find this well-known publication an invaluable companion, ready to provide information about routes, hotels and many other things. This new edition, which contains 24 coloured road maps, apart from numerous town plans, gives information on some 2,500 places. And, of course, the guide—remarkable value at its price—can be just as helpful to the driver on holiday.