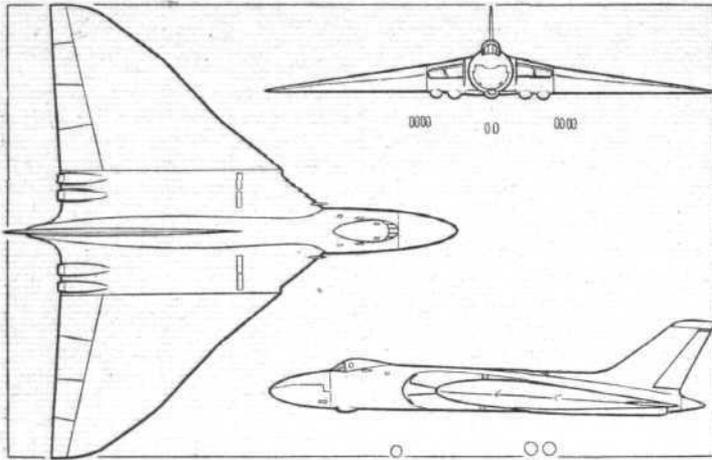


FROM ALL QUARTERS . . .

connection with the I.C.A.O. investigation of clear-air turbulence. Local meteorological offices at London and Prestwick co-operated with airlines in special load-planning trials, and with the selection of least-time tracks on North Atlantic routes. The Meteorological Research Flight, Farnborough, has continued to investigate the properties of the stratosphere, in particular its water content, leading towards an understanding of the general circulation of the atmosphere.

The report is obtainable from Her Majesty's Stationery Office, price 2s 6d.



VULCAN ROUND-UP: Contrary to the impression conveyed by the photograph in "Flight" of November 4th (p. 704), the wing-tips of the Avro Vulcan as revised for production are rounded, and not square-cut. We are assured that the angular appearance suggested by the photograph was an optical illusion; the true form is apparent in this new three-view drawing.

A FAIREY "FORTY YEARS" A.G.M.

THAT the most recent Fairey guided missile had achieved a "spectacular success" and was now going into initial production was revealed by Sir Richard Fairey, chairman of the Fairey Aviation, Co., Ltd., in his address to shareholders at the annual general meeting on November 24th. Sir Richard said that he was unable to give any further particulars. He went on to say that the company had succeeded in obtaining from the Atomic Energy Authority "considerable orders for various appliances."

Sir Richard had opened his report by announcing that the consolidated group trading profit for the year, before providing for taxation, was £2,159,568 as compared with last year's profit of £1,249,216; this was, of course, a gross profit, of which taxation would take over 62 per cent, and it was also a group profit, contributed by the overseas companies and other subsidiaries such as the Air Survey Co.; but, added Sir Richard, "This is our record profit and we have no apologies to offer on that account, least of all to the political theorists who declaim against all profits as such. On the contrary, I here and now declare our intention of using our utmost efforts to continue to make profits."

Pointing out that this was the company's 40th anniversary year, the chairman went on to recall that the original capital was £22,750, of which only £15,000 was ever paid up in cash. The first factory, consisting of five wooden sheds on the site where the Hayes plant now stands, cost £807 6s 8d, and the first offices, a brick building which was still standing, cost £1,013 18s 5d. "Our profit for that year," added Sir Richard, "was £7,114 11s—not a bad start."

He continued: "During the past 40 years we have designed and built 109 different marks of aircraft, of which 48 were distinct types ranging from small single-seaters to four-engined flying-boats. By your seats you will find a reprint from the magazine *Flight* giving some interesting particulars of these. Many of our aircraft, such as the famous Swordfish, have rendered yeoman service to the country and others have produced large sums from export trade; yet others have broken world records for performance. I think that we can claim that the remarkable Fairey Fox of 1925 altered the whole trend of design of military aircraft. We have pioneered not only aircraft but, for example, such things as variable-pitch propellers, stressed-skin structures, and the first free coupled twin engine.

"And we are still pioneering today in guided weapons, hydraulic control apparatus, precision casting and the specialized application of plastics and other new production methods—among which our patent envelope jigg system is a marked success. Today we are developing the largest helicopter and the smallest heli-



INSTEPS: Built-in passenger steps—seen above in a Vickers test rig—are to be fitted to the majority of the Viscounts on order for Capital Airlines. Hydraulically operated, they will be offered as standard on aircraft for the American market. Installation is in the forward door and the weight penalty is in the region of 260 lb.

"The Dam Busters" Honoured

AT a gathering of the Air Public Relations Association at the Martinez Restaurant, Piccadilly, on November 23rd, Mr. Michael Anderson, director of *The Dam Busters*, was presented with the C. P. Robertson Memorial Trophy "for interpretation of the Royal Air Force to the public." Lord Willoughby de Broke made the presentation.

The trophy, awarded annually (last year it went to Dennis Richards and Hilary St. George Saunders for their History of the R.A.F.), was accepted on behalf of Mr. Anderson, who was in Hollywood, by Mr. Robert Clark, production director of Associated British Picture Corporation. Runner-up for the award was the B.B.C. Television series *War in the Air*.

copter and what we believe to be the country's fastest aeroplane."

Sir Richard said that the company had spent very large sums in the development of private-venture aircraft, and any recovery of the money was dependent upon their success. An example was the Gannet, to which the company's contribution had been £539,500, now in process of repayment from production. Large contributions had also been made towards aircraft not destined for future quantity production, the money being invested purely in experience. Their first helicopter cost them £338,000 and the Delta 1 £382,000.

Other points from Sir Richard Fairey's long and detailed statement included the news that the Ministry of Supply had cut back Gannet rate of delivery. They had not cancelled any orders, but the consequence of slowing the production rate was that the company would not get further orders for this type as soon as was hoped.

Discussing the maintenance of production capacity, Sir Richard expressed the view that the industry should be entrusted with the repair and maintenance of the aircraft which it produced: "For one thing I am bold enough to believe that we can do this work more cheaply and efficiently. Moreover, without the opportunity of observing at first hand which parts go wrong or wear out first, we are handicapped in improving our aircraft in regard to maintenance and ease of repair. Thus to the extent to which this work is done by Government depots the industry is deprived of valuable turnover and experience."

On the subject of production orders in relation to political policy, Sir Richard said that the difficulties of the Ministry of Supply in this respect were understandable; but the shifting conditions presented the aircraft industry, also, with some severe problems. "For example," he said, "in the case of the Gannet we were 18 months later than the builders of other super-priority aircraft in getting our order, with the result that other manufacturers got in first with the suppliers of such important items as forgings and absorbed the best sub-contractors. We were pressed urgently to put our very best efforts into early production and on a very considerable scale. We did just that, and to such effect that we recovered for the Service the lost 18 months: the Gannet was the first of the super-priority aircraft to go into squadron use and the production was advancing, to plan, towards the high figure required. Before that was reached the cut-back started and our efforts and expenditure on tooling were partly wasted."

The A.G.M. was followed by an extraordinary general meeting, at which approval was given to the Board's proposal to increase capital from £1½m to £2½m.