

VICKERS-ARMSTRONGS (AIRCRAFT), LTD., SUPERMARINE WORKS

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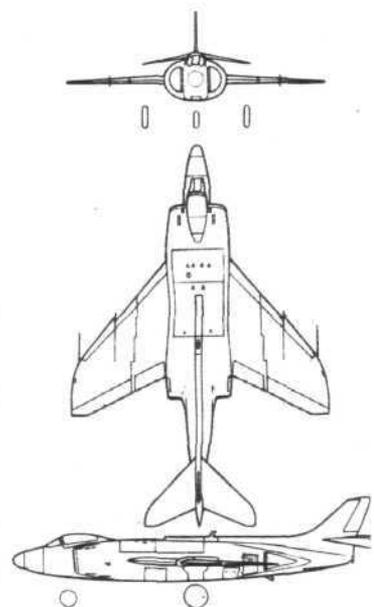
Scimitar Bearing the Supermarine type number 544 and the official specification number N.113, the Scimitar is a carrier-borne fighter/bomber now in production for the Fleet Air Arm. Several examples are already flying. The first production aircraft completed acceptance deck-landing trials aboard H.M.S. *Ark Royal* in July last. Powered with two Rolls-Royce Avon turbojets, the Scimitar, when operating in the strike rôle, can carry a tactical atomic bomb, and the possibility of equipping later models (in the fighter condition) with de Havilland Firestreak guided missiles is being investigated. For strike work a probe for in-flight refuelling can be installed. The built-in armament is four 30 mm Aden guns.

All production models of the Scimitar will be fitted with "blown" flaps which, as deck-landing trials have shown, much improve the machine's handling characteristics and achieve an appreciable reduction in the approach and catapult-launching speeds. These factors are, of course, particularly important in the operation of carrier-borne aircraft. Known to the Supermarine company as "supercirculation," the blown-flap system is operated by high-pressure air fed from each Avon compressor to the top surface of the wing flaps, through a spanwise slot along the rear of the wing in the flap shroud. The effect of this high-velocity air is to delay the onset of turbulence and consequent loss of lift in the air stream over the wing at high angles of attack and low speeds. "Blow" is obtained automatically for the pilot when the flaps reach 10 deg, or it can be manually selected.

Although the Scimitar does not achieve supersonic speed in level flight, it readily does so in a very shallow dive, as was demonstrated with dramatic effect on the occasion of the Paris Salon earlier this year, when the aircraft arrived over Le Bourget airport almost simultaneously with its bangs. To permit uninhibited manoeuvring in thick turbulent air at low levels while carrying heavy loads of strike weapons, the structure is extremely sturdy.

Swift Swifts of the marks F.R.5 and F.7 are serving with the Royal Air Force. The former is a fighter/reconnaissance aircraft and has proved outstandingly successful in recent Continental exercises. The F.7 is to equip a Royal Air Force trials-and-development squadron and is adapted to carry two or four Fairey Fireflash guided missiles. Gun armament has been totally removed and been replaced by fuel tanks. This mark of Swift is larger, both in span and length, than the F.R.5.

Powerplant	Two Rolls-Royce Avon
Span	37ft 2in
Length	56ft 2in



Swift F.7 armed with two Fairey Fireflash guided missile

