

# FROM ALL QUARTERS

## Bristol Siddeley Engines

DETAILS of Bristol Siddeley Engines Ltd., the new organization formed by the merger of Armstrong Siddeley Motors Ltd. with Bristol Aero-Engines Ltd., were announced last week.

Hawker Siddeley and the Bristol Aeroplane Company, respectively the parent group and holding company, are now acquiring in equal proportions the whole share capital of Bristol Siddeley Engines (formed last year as a link between Armstrong Siddeley Motors and Bristol Aero-Engines); and the newly formed concern is in turn acquiring the complete share capital of Armstrong Siddeley Motors and Bristol Aero-Engines and will take over the operations of both companies. It is also to acquire Bristol Cars Ltd.

Board membership of Bristol Siddeley Engines Ltd. is as follows: Sir Reginald Verdon Smith, chairman; Sir Roy Dobson, vice-chairman; Mr. H. T. Chapman, deputy chairman (resident in Coventry); Sir W. Alec Coryton, deputy chairman (resident in Bristol); Sir Arnold Hall, managing director; A. Cdre. F. R. Banks, sales director; Mr. B. Davidson, commercial director; Mr. G. L. Hack, assistant production director; Dr. S. G. Hooker, technical director (aero); Mr. W. H. Lindsey, technical director (non-aero); Mr. W. Masterton; and Mr. W. F. Saxton, production director.

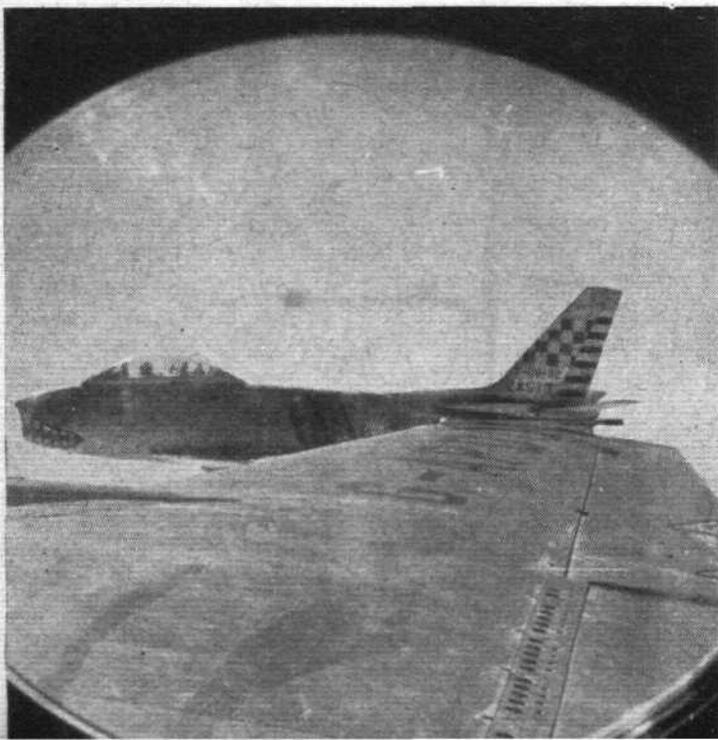
Dr. E. Warlow Davies, at present deputy chief engineer of Bristol Aero-Engines, will become chief engineer (aero) of Bristol Siddeley Engines and is to be a special director. Other present directors of Armstrong Siddeley Motors and Bristol Aero-Engines who do not become members of the new Board but who continue in their present executive positions—i.e., Mr. J. E. Attwood, Mr. J. Innes and Mr. R. Ninnes—will also be special directors.

Sir Mark Norman, at present secretary of Bristol Siddeley Engines, will become executive assistant to the managing director; and he is to be succeeded in his former position by Mr. F. T. Blakey, at present secretary of Armstrong Siddeley Motors. Mr. F. M. Burns, at present financial director of Bristol Aero-Engines, will become chief accountant of Bristol Siddeley Engines.

In terms of manpower, it is believed that (possibly excluding Russia) the new company is the third largest aero-engine concern in the world, next in size to Pratt & Whitney and Rolls-Royce. In terms of research and development and production facilities the Bristol Siddeley organization is thought to be the leading company of its kind.

## Honours for Designers

TWO famous aircraft designers were honoured last week. In Paris on January 27 it was announced that Andrei Tupolev, designer of the Tu-104, had been awarded the F.A.I. (Fédération Aéronautique Internationale) gold medal for 1958. In New York on the following evening, at an honors night dinner of the Institute of the Aeronautical Sciences, Sir George Edwards was made an Honorary Fellow of the Institute. This presentation to the managing director of Vickers-Armstrongs (Aircraft) Ltd. followed appropriately the maiden flight of the Vanguard only a week before. Presented with an Honorary Fellowship at the same time as Sir George (two honorary fellows are elected each year, one a U.S. resident) was Dr. C. S. Draper, head of the Department of Aeronautics and Astronautics at M.I.T.



## The 23rd Paris Show

AS in previous years the Paris Show (June 12-21) will have certain days devoted to special topics. This year there will be a Press and pre-view day on June 11, and the 14th will be set aside for commercial aviation. The 18th will be a day of "gyraviation" and the 20th will be an "international flight demonstration." The main international flying show will be on June 21. Days will also be set aside for aviation and space medicine, ambulance flying and light and sporting aviation.

## Merits Rewarded

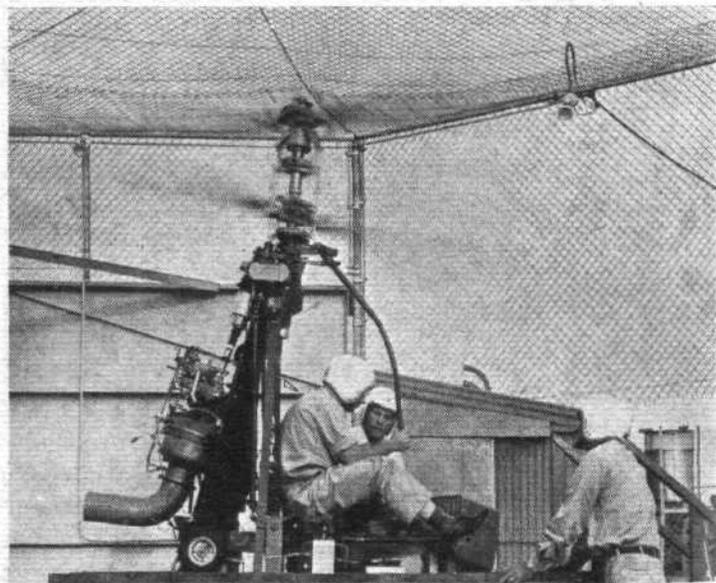
AWARDS by the Royal Aero Club for 1958, announced last week, are headed by that of the Britannia Trophy to G/C. John Cunningham and Mr. Peter Bugge of the de Havilland Aircraft Co. for their test-flight work on the Comet 4. The club's gold medal goes to Lord Brabazon for his services to aviation; the silver medal to Mrs. Ann Welch, for her contribution to the gliding movement and as manager of the British team in the world championships; and the bronze medal to Sgt. A. W. Gough of the R.A.F., for his "selfless devotion to teaching others to fly over a long period" and his British distance record of 347 miles during last year's R.A.F.G.S.A. contests. This is said to be the first time an R.A.F. glider pilot has been so honoured by the Royal Aero Club.

The Geoffrey de Havilland Trophy for 1958 has been awarded to Lt-Cdr. D. F. Robbins, R.N., for the London to Valetta point-to-point record of 2 hr 12 min 27.2 sec (at 588.04 m.p.h.) which he set up last June in a Vickers Supermarine Scimitar.

## RDa.10 Type Test

LAST December a Rolls-Royce Dart RDa.10 turboprop successfully completed a 150 hr type-test to the combined U.S./U.K. civil type-test schedule. The declared dry rating was 2,660 e.h.p. (2,400 s.h.p. plus 670 lb thrust) and over 60 hr were run at this power during the test.

Rolls-Royce confirm that this is by no means the ultimate Dart rating (last June we announced a 25 hr flight-approval test at a military wet rating of 3,200 s.h.p.). Since the Dart's introduction to scheduled service in 1953 the maximum overhaul period has increased from 400 to 2,200 hr; total airline Dart hours are now over 6.5m and are increasing at more than 250,000 hr each month.



**TINY TITAN:** The Solar Aircraft Company's Titan gas turbine undergoes ground tests in a Gyrodyne Rotocycle helicopter rig. Mounted behind the pilot, this 55 h.p. turbine unit—the smallest of its kind in the world—has considerable instrumentation attached. The exhaust duct is a temporary fitting

**UNCOMFORTABLY CLOSE:** This picture of a Chinese Nationalist Air Force Sabre was taken by J. M. Ramsden of "Flight" from a B.O.A.C. Comet 4 on a civil airway near Formosa last Friday. The Chinese pilot intercepted the Comet, which was en route from Hong Kong to Tokyo, at about 37,000ft, and flew a few feet from the wing-tip for about five minutes