



THIRD DIMENSION of the VC.10 has now been created by a full scale engineering mock-up of the aircraft at Vickers' Weybridge factory. Thirty-five have been ordered by B.O.A.C. for delivery in 1963-64

AT THE RACES: Ron Paine banks his Hawk Speed Six around the Baginton pylon during practice for the King's Cup race, which was won on July 11 by A. J. Spiller in a Proctor 3. Other National Air Race winners included S. F. Jours (Kemsley Trophy), Capt. N. Baldwick (Osram Cup) and D. Hartas (D.H. Trophy) "Flight" photograph



his party would establish one. The Minister of Supply countered by saying that it had become a victim of its own success and was over-large for present and prospective demand. He quoted orders for the Viscount, Britannia, Comet, Vanguard, VC.10 and D.H.121 and said that sales for all of them—except the Viscount—were too small. Contraction of the industry was progressing; Mr. Jones instanced the recent Westland-Saunders-Roe merger.

The Minister also said he was considering where detailed design work could be placed for a supersonic civil aircraft able to fly at twice the speed of sound. He concluded by saying that Government support should not be aimed at "shoring-up" the aircraft industry but reinforcing it at its points of strength.

Preserving Veteran Aircraft

AN Historical Group has been formed by the Royal Aeronautical Society and a register of historic aircraft inaugurated. The Group's aim will be the collection, accurate interpretation and preservation of relevant information and material; it will also co-ordinate and foster the efforts of individuals both inside and outside the Society who, over the years, have undertaken work and research into the history of aeronautics.

The register has been initiated to help to save for posterity the aircraft which it details, listed in two categories—(A) some 120 British and foreign machines of major historic importance, and (B) names and details, where known, of another 67 aircraft—mainly from the inter-war years—of historic interest.

Five years ago the Society acquired the Nash Collection of veteran aircraft to prevent its being sent overseas; and during the past year, in association with the Society of Licensed Aircraft Engineers, an historic aircraft maintenance group has been formed to take care of the Nash Collection.

During recent months the Society has received a number of aircraft parts, engines and equipment of historic interest which are being preserved until a national aeronautical collection can be established. There are financial difficulties in the way of this project; but meanwhile the formation of an historic group and inauguration of a register are steps in the right direction. Further reference to the register will be made in an early issue of *Flight*.

Developments in France

AFTER making its first flight on June 17, during the Paris Salon, the Dassault Mirage IV bomber appeared in the flying display on June 20 and exceeded M=1.9 on its 14th flight. Six Mirage IIIs are now flying, two of them having Cyrano radar, conical camber and slot fences. On June 19 the third Mirage III, flown by Gerard Muselli, raised the 100 km closed-circuit record to 1,785 km/hr (1,109 m.p.h.), reaching a maximum speed of 1,273 m.p.h. during the attempt. The two-seat Mirage IIIB made its maiden flight from Le Bourget after spending the Salon week on the Dassault stand in the exhibition hall. The Communauté test programme continues well and the aircraft has flown

from Bordeaux to Melun at 4,000ft at 215 kt on 80 per cent power against 15-20 kt headwinds.

Testing of the Sud SA.3200 Frelon continues after its first flight on June 10. The Turboméca Turmo IIIB engine, three of which power the Frelon, has been type-tested at 812 s.h.p. for take-off and 720 s.h.p. maximum continuous. Sud have received an order for 70 more Sikorsky S-58s to be built under licence at Marignane. The company has also entered an international design competition for a crane helicopter to lift from 8 to 12 long tons. Several proposals have been submitted in conjunction with the Italian company Agusta. German firms are also interested.

Bréguet have prepared a pressurized, 50-seat version of the Intégral having a cylindrical fuselage and lateral access doors. Design of the Type 1150 (Neptune-replacement) is now complete.

The SNECMA C.450 Coléoptère crashed and burnt at Melun-Villaroche on July 25 when control was lost at about 250ft during the transition from vertical to horizontal flight. The pilot, Auguste Morel, ejected successfully.

IN BRIEF

Two new Russian height records have been submitted to the F.A.I. On July 13 V. P. Smirnov flew an "RB" aircraft to a height of 20,300 m (66,601ft) with a load of one metric ton. Next day Maj. V. S. Ilyushin flew a "T-431" to the remarkable height of 28,760 m (94,356ft). Neither type of aircraft has previously been mentioned officially, but the T-431 is said to be a Sukhoi delta.

Air Chief Marshal Sir Claude Pelly has been appointed Member (designate) for Weapons, U.K. Atomic Energy Authority, and will take up his new post later this year. Sir Claude, who is retiring from the R.A.F., has been Controller of Aircraft, M.o.S., since 1956.

A. Cdre. F. R. Banks, until recently a director of the Bristol Aeroplane Co. Ltd. and Bristol Siddeley Engines Ltd., has joined the Board of the Blackburn Group Ltd. He will also become a director of two of the companies within the group, Blackburn Aircraft Ltd. and Blackburn Engines Ltd. Prior to joining Bristol he was with the Associated Ethyl Co. and from 1952 to 1953 was Principal Director of Engine Research and Development (on loan from the company) at the M.o.S.

Owing to "a difference in opinion over matters of policy" Mr. Crawford Gordon resigned as president and general manager of A. V. Roe Canada on July 2. Pending the appointment of a successor his duties are being undertaken by Sir Roy Dobson. Also resigned are J. L. Plant (from the presidency of Avro Aircraft) and F. T. Smye (executive vice-president); Mr. Smye has been succeeded by H. R. Smith.

In the House of Commons on June 17 the Minister of Defence stated of the Saunders-Roe Hovercraft "I am very interested in the project. I am going to look at it very shortly and . . . it is being watched very closely"; of the possible procurement of the American Genie nuclear-tipped air-to-air missile for the R.A.F., "we are considering this proposition but no decision has yet been reached"; and of solid rocket-propellants of high specific impulse, "negotiations are going on between the American firm concerned and the British firm concerned for the further development and production of that fuel here."

FREEDOM FIGHTER: So called is the Norair N-156F (twin G.E. J85) pictured here during its first flight on July 30. Flown by Lew Nelson, Norair's chief engineering test pilot, it exceeded M 1 within 40 minutes of first becoming airborne

