

THE INDUSTRY



The most junior executive ever to be portrayed on a "Flight" industry page is wearing the new R.F.D. infant life-jacket. Intended for the eighteen-month to four-year age-group, it weighs 18 oz and can be inflated orally by a grown-up or, alternatively, automatically (in 1½ sec) by CO₂. It has an automatic light with 20 hours' minimum duration

Additional Duxford Products

THE Duxford, Cambridgeshire, firm of CIBA (A.R.L.) Ltd. have announced two new additions to their range of materials for supersonic aircraft and missile structures. The first, "Aeroweb" Type H metal honeycomb, greatly extends the range of operating temperatures for such materials. Whereas, state the company, normal honeycomb core incorporates adhesives showing marked decrease in strength at temperatures over 80 deg C, the new material is bonded with a special adhesive enabling it to be used successfully at temperatures up to 200 deg C.

The second development is the introduction of a new "Hidux" adhesive, 1197, for service at temperatures up to 300 deg C. It is available in two forms, 1197A and 1197B, for metal-to-metal and honeycomb sandwich bonding respectively. For convenience in use both are supplied as films, and storage involves none of the difficulties sometimes associated with high-temperature adhesives.

IN BRIEF

Expandite Ltd., of London, N.W.10, have issued a booklet celebrating their 25th anniversary. Among their products is Expandite Aeroelastic for top-sealing runways, standings and factory floors.

Mr. A. N. Haskett, A.R.Ae.S., has been appointed divisional manager of the Aviation Engine Accessories Division of Elliott Bros. (London) Ltd.

Mr. T. G. Munro has been appointed sales manager of Southern Forge Ltd., Langley, Bucks. He joined the sales staff in 1946 and for the two years previous to his present appointment was in charge of publicity and market research.

In collaboration with the M.o.S., the Institute of Aviation Medicine and other authorities, Elliott Equipment Ltd. have added the M.S.20 Mk 2 to their aircraft dinghy range. An important new feature is an inflatable platform to facilitate boarding.

Shell Aviation (St. Helens Court, London, E.C.3) have just published a finely illustrated 32-page brochure on the subject of refuelling of modern civil aircraft. The text, though not of a highly technical nature, is extremely informative and the large half-tone illustrations include a number of photographs of airliners using Shell fuels.

New "Britool" workshop equipment announced by Jenks Brothers Ltd., of Bushbury, Wolverhampton, includes a compression-spring tester for springs of up to 4in free length and 18 lb weight. It gives scale readings (up to 200 lb) in pounds and kilogrammes, and a simple attachment also enables it to be used for the checking of "Britool" torque wrenches.

The Cap Manufacturing Co. Ltd., of Ilford, announce the appointment of Mr. William R. Hardeman, O.B.E., as joint managing director. Mr. Hardeman, who has for four years been a consultant to Dexion Ltd. on products for the aircraft industry, served during the war in the Engineering Branch of the R.A.F., retiring with the rank of wing commander.

The latest company to install Plessey U.H.F. airfield equipment for communication with aircraft being test-flown is the de Havilland Co. Ltd., at Hatfield. The AN/ARC-52 airborne U.H.F. set, which is manufactured under licence from the American Collins Radio Co., is already being fitted in Service aircraft manufactured by de Havilland and a number of other constructors.

Mr. W. R. Booth has been appointed financial director and secretary of the Goodyear Tyre and Rubber Co. (Gt. Britain) Ltd., Wolverhampton. He succeeds Mr. H. A. Brundage, who has returned to the Goodyear headquarters at Akron, Ohio, to take up another appointment. Mr. Booth was managing director of Goodyear-Cuba prior to his move to Wolverhampton.

Developed from equipment supplied to M.o.S. order, the Pathfinder air pump cabinet is now available commercially through B.M.B. (Sales) Ltd., of Crawley, Sussex. Fully portable and acting on the refrigeration principle, it gives a continuous supply of air which can be dehydrated to a dew point of -40 deg C (or approaching -50 deg C for special applications) at pressures of 15-60 lb/sq in and flows of up to 20 cu ft/min. The air is clean to 0.5 micron.

New Turbine-blade Materials

TWO new 60-ton-tensile stainless steels stated to be especially suitable for rotor and stator blading in gas-turbine compressors, as well as for steam-turbine blading, have been fully developed by Firth-Vickers Stainless Steels Ltd. and are now in regular production.

Identified as FV.566 and FV.520, these two materials have chromium contents in the range 11-16 per cent. They are distinguished from the older martensitic stainless steels by lower carbon (0.03-0.12 per cent) and higher nickel (2-6 per cent) contents. They also carry other alloy additions, viz., 1.5 per cent molybdenum together with vanadium or copper, and niobium.

Compared with earlier steels of this type, say Firth-Vickers, they offer better corrosion resistance with higher yields and tensile strengths; formerly, higher strength frequently meant somewhat reduced corrosion resistance. They also offer better cross-grain ductility, superior impact-strength and greater batch consistency. The difference in properties between the two steels is mainly one of degree. FV.520, which is the more highly alloyed of the two, will withstand more arduous service conditions, having exceptional corrosion resistance equivalent to that of the softer austenitic 18/8 steel. FV.520 is weldable and its high impact-strength suffers no impairment at temperatures as low as minus 80 deg C.

By reason of its mechanical properties and its superior corrosion resistance in salt-laden atmospheres, FV.520 has been chosen for the compressor rotor and stator blading of the C.T.7, the 430 s.h.p. gas-turbine ground-power unit produced by Centrax Ltd. of Newton Abbot. Similar requirements underlie the choice of FV.520 for compressor blading in the Bristol Siddeley Marine Proteus engines used to power the prototype high-speed launch H.M.S. *Brave Borderer*, which recently achieved a speed of over 50 kt during trials in the Channel.

Frederick S. Snow & Partners, consulting engineers, are moving on October 12 to their own new office building at Ross House, 144 Southwark Street, London, S.E.1.

BTR Industries Ltd. announce that as from October 1 Mr. P. W. Howard will relinquish the office of managing director but will remain a director and deputy chairman. Dr. W. D. Scott, F.R.I.C., F.I.R.I., has been appointed to succeed Mr. Howard as managing director.

An electroluminescent indicator block produced by Thorn Electrical Industries Ltd. employs 99 rectangular phosphor dots sandwiched between conducting sheets. An A.C. voltage excites the dots to luminescence and by varying the illuminated pattern the indicator can be made to read out any desired character or figure or provide a progress report. The component has a thickness of 0.265in and generates virtually no heat.

Known as "the de luxe executive seat," this new addition to the Microcell Aircraft Engineering Division's range has an exceptionally handsome finish and—between the two units—a tray-topped cabinet. This, say Microcell, "holds books, magazines, writing case . . . and other personal belongings." They add, a trifle cautiously perhaps, "It can also be used as a miniature cocktail cabinet"

