

ROLLS-ROYCE ENGINED like its Silver Star chaseplane is the first Canadair CL-44 transport for the R.C.A.F. The aircraft has already been demonstrated before senior officers and government officials. At the controls were W. S. (Bill) Longhurst, chief pilot of engineering flight test, and co-pilot G. T. (Scotty) McLean

## FROM ALL QUARTERS

### Prince Philip's "First"

**B**ECOMING the first member of the Royal Family to fly on a Commonwealth tour as a pilot and not as a passenger, the Duke of Edinburgh reached Accra on Monday evening for his visit to Ghana after flying from Hatfield in a Heron of the Queen's Flight. With S/L. K. J. E. Hannah as captain of the aircraft, Prince Philip took off from Hatfield just after 0600 hr last Sunday morning. Stops were made at Cognac (a diversion from Bordeaux, where there was fog), Palma in Majorca and El Golea in the Sahara, where a night-stop was made. On Monday the Heron landed for refuelling at Tesalit, on the Sahara route to French West Africa, and at Niamey on the River Niger.

### Ramjet Collaboration

**A**N announcement from Filton last week revealed the existence of a technical collaboration agreement between the Royal Swedish Air Board and Bristol Siddeley Engines Ltd., covering the development of ramjet engines. Signed in 1957, the agreement has hitherto been confidential. The announcement states:—

"Under the terms of the agreement, Svenska Flygmotor AB were designated as the agents of the Royal Swedish Air Board, and the exchange of technical information therefore took place between Flygmotor and Bristol Siddeley. The collaboration covers the whole field of ramjet engineering.

"This arrangement has been of mutual benefit: research carried out by Flygmotor in Sweden has influenced the design of Bristol Siddeley ramjets, and the development of ramjets in Sweden by Flygmotor has been accelerated by the use of Bristol Siddeley experience, particularly in realms of test procedure and firing range techniques."



### Mig-19 or Yak-25?

**T**HE latest bulletin issued by the Fédération Aéronautique Internationale confirms an altitude record of 20,174 m (66,187ft) with a useful load of 2,000 kg (4,409 lb) to the credit of an RV monoplane. This is described as having a mid-set swept wing and two 37V turbojets. The thrust is given as 4,000 kg (8,818 lb), but whether individual or combined is not made clear. In all likelihood the thrust is for an individual unit and the aircraft may well prove to be of the Mig-19 or Yak-25 type. The record was set up on July 29 last at the airfield of Bykovo.

### Developing the Hovercraft

**O**NCE Hovercraft have proved their capabilities, their introduction on the Channel run could produce a revolution in transporting goods to and from the Continent. Trans-ocean Hovercraft are expected to need at least a decade to develop; the vehicle will first have to prove itself over shorter ranges.

These optimistic but guarded forecasts were given in a paper on the SR-N1 Hovercraft delivered to members of the Royal Institution of Naval Architects in London on Thursday last week. Its joint authors were Mr. P. R. Crewe, Chief Engineer (Hydrodynamics) of Saunders-Roe Ltd., and Mr. W. J. Eggington of Hovercraft Development Ltd.

Operation of the SR-N1 had shown that spray and dust might be problems in the civil application of Hovercraft, especially at cruising speeds below 50 kt. The main problem was to reduce to a minimum the power requirement for forming the air curtains which contained the supporting cushion. This reduction would lessen the amount of spray or dust thrown up.

### Fairey's Year

**A**VIAION activities by the Fairey Co. Ltd. "have continued satisfactorily but on a diminishing scale." This was the summing-up given by Mr. Geoffrey W. Hall, chairman and managing director, at the annual general meeting on Thursday last week. He said the Gannet AEW.3 "had proceeded in a most satisfactory manner," and referred to the Indonesian order for 18 of the earlier version; abandonment of the Ultra-light helicopter had been a great disappointment, but with their Aircro colleagues Fairey had high hopes of the D.H.121. As to the Rotodyne, the chairman said his company was within a few weeks of the signature of a development contract "which would ensure the Government supporting us to the extent of some £4m." There appeared to be "every probability" of an order for military Rotodynes, plus an initial six for B.E.A.

Within the political context of the Government insistence on companies merging, Mr. Hall said it was difficult to decide at such a moment whether to persist with a project so large and complicated as the Rotodyne, which could well have an immense effect on the company's future and financial position over the next six or seven years, without a sufficiently large Government order.

On the financial side of his 1958-59 review, the chairman announced a fall in profits—directly related, he said, to the reduc-

**ANTI-DEMOLITION BOMBING:** "Dive bombing" by tanker aircraft are providing a blitz weapon against forest fires in the U.S.A. Aircraft like the Grumman TBF, shown here on a test run, carry as much as 1,200 gal of fire retardants

