

FLIGHT

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Towards Co-operation

ADVOCACY of a "fly British" policy, by Mr Peter Masefield in his Sixth Sir Henry Royce Memorial Lecture, *Civil Aviation—a Forward Appraisal*, was sharply challenged by Mr J. D. Pearson, Rolls-Royce chief executive. It emerged from later discussion that Mr Masefield had mainly in mind the airline corporations. He himself said that he would like to see more getting together between Europe and America.

The exchanges of views between these two leading personalities brought forth some salutary home truths from Mr Pearson in particular. Overseas customers, he said, were essential for our aircraft industry, and these would not be available if there was no give-and-take and if Britain never bought aircraft from abroad. Our aim should be to play a leading role in Europe. "Unless the industry is careful," Mr Pearson declared, "its only customers in future will be the British Services and airline corporations." He gave warning that the business from these sources was insufficient to support an industry which, if it did not take its chance to play an important part in Europe, would expire.

These are the thoughts of one of our greatest industrialists, and we find ourselves much in accord with our French contemporary *Les Ailes*, which points out that industrialists and technicians have been ahead of governments in trying to work on an international scale. International licence-production of the F-104 fighter/bomber, and of the Sidewinder and Hawk missiles is proving successful, and the Breguet Atlantic programme has, our contemporary remarks, demonstrated that design and development also can be successfully achieved. "The Atlantic programme," adds *Les Ailes*, "has demonstrated that the newer programmes for V/STOL fighters and transports are feasible, and similar space programmes can be set up." It is now up to governments to confirm and support what industries have achieved.

There is every hope of a richly rewarding collaboration between, for example, the British Aircraft Corporation and Sud-Aviation, and not on supersonic transports alone. Indeed, the manufacture of components for BAC aeroplanes is but one of numerous possibilities which could alter the whole outlook and complexion of Britain's aircraft industry.

Our Own Part

For our own part, we on *Flight* have always believed in practising what we are now preaching. Those pioneer examples of co-operation the Friendship and Caravelle received exactly the same treatment at the hands of our artists and writers as did the Viscount, Comet or Argosy, and it is especially pleasing to us that our friends at Fokker and Sud have been able to make extensive use of original *Flight* material in promoting the sale of their aircraft. Our lengthy progress report last week on the Breguet Atlantic was another earnest of our continuing goodwill and endeavour in the cause of co-operation, and our account of the vast F-104G programme (October 19) was by far the most detailed to be published in any journal. We hope we shall not be guilty of immodesty if we add that our reports of European spaceflight proposals and negotiations have been not only extensive but, in two extremely important instances, exclusive. We recount these items merely as an affirmation of policy.

"Fly British" continues to be a worthy motto. "Vive coopération" will be our watchword for the years ahead.

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