



Royal Carriage—2 This Gulfstream (two Rolls-Royce Darts), supplied recently to the Royal Hellenic Air Force, has been furnished by the Grumman European service and repair centre at Cambridge for the use of the Greek Royal Family. The cabin, finished in pastel green and blue, with royal blue seats and walnut panelling, accommodates 14 in two compartments with a movable bulkhead. Separate toilet accommodation is provided for passengers and crew and there is an elaborately equipped galley designed and manufactured by Marshall of Cambridge. The special swivelling seat seen in the interior view is by Rumbold. Exterior livery is white, with a pale blue cheatline and nose

counties. Mr S. O. Davies, MP, had asked for the flights to be discontinued after representations from local branches of the National Farmers' Union.

The announcement that the flights were to continue produced quite a resounding boom—of protest—of its own. An NFU county spokesman said they were "shocked and astounded." Carmarthen farmers had suffered severe losses from past flights, he said, through reduced egg production, low egg fertility and livestock abortions. Carmarthen was one of the most intensive farming areas in the country, with four times the amount of livestock kept in the eastern counties, yet of 26 claims made last year, 12 had come from this county alone. Now, the NFU officer said, the county's 3,500 farmers are to keep a close check on the future effects of the supersonic flights.

In a further reply to Mr Davies, Mr Marten said that although claims from farmers for livestock losses were received from time to time, in only a small number of cases had a definite connection been established between sonic booms and the damage claimed.

Revitalized Racing

Accepting that Coventry and a round-the-houses circuit is not the best set-up for air racing, the Royal Aero Club is holding its two-day, pre-King's Cup meeting at Shoreham tomorrow and on Saturday. No fewer than 39 pilots have entered for the three races and five trophies, and are to fly over a cross-country course starting at Shoreham Airport, Sussex, passing round Beachy Head lighthouse, a Martello tower east of Eastbourne, Deanland Farm private airstrip, Knapp Castle tower near East Grinstead, the control tower at Ford and a beach point at Littlehampton. The finishing line is defined by a marker boat off Palace Pier, Brighton. The races are for the John Morgan Challenge Trophy, the Air League Challenge Cup and the Silver Tiger Moth Trophy.

Up to 30 pilots in the Shoreham meeting will be able to qualify for the King's Cup air race, which will be the only race flown during the Coventry air meeting on August 1.

Cranfield Symposium

New methods for getting reliable and effective military weapons into service

quickly and at less cost to the taxpayer were among the subjects discussed at the 1964 Cranfield Society symposium held at the College of Aeronautics last weekend (July 11-12). Under the chairmanship of Air Chief Marshal Sir Ralph Cochrane, the meeting had as its main theme the management of large technological projects, and was attended by members from the Ministry of Defence, Ministry of Aviation, the Services and industry.

Lessons learned from missed target dates and massive cancellations of military orders, the conference affirmed, could be used to restore Britain's place in the development of advanced technological projects. Dr Norman Parker, a senior US aviation executive, told the meeting that many US achievements in concentrating immense manpower into the crucial first 18 months of a research and development programme were facilitated by considerable mobility of high-grade engineers and managers—which might not be feasible in Britain, where smaller teams of highly trained men directed to specific targets could achieve worthwhile results.

HS Technical Director Resigns

Mr Stuart Davies, BSc(Eng), FRAES, technical director of Hawker Siddeley Aviation, resigned his appointment at the beginning of the month. He has left the aviation industry for general engineering, in which he has had extensive experience.

Mr Davies was with Vickers (Aviation) and Hawker Aircraft until he joined A. V. Roe in 1938. In 1945 he was appointed chief designer and headed the design of the Vulcan. He left A. V. Roe in 1955 to join the Dowty Group as managing director of Dowty Fuel Systems Ltd. He rejoined the Hawker Siddeley Group in September 1958, and a few months later, on its formation, was appointed technical director of Hawker Siddeley Aviation.

SBAC Post-Graduate Scholarships

At a meeting of the SBAC's scholarship selection committee on June 30 the following candidates were awarded 1964 post-graduate scholarships: D. T. Coates, British Aircraft Corporation (Operating) Ltd, Preston; M. C. Crosskey, Westland Aircraft Ltd, Saunders-Roe Division; P. W. Jack, Hawker Siddeley Aviation Ltd, Avro Whitworth Division; T. C. S. Northover,

Hawker Siddeley Aviation Ltd, Hawker Blackburn Division; J. C. Senior, British Aircraft Corporation (Operating) Ltd; G. C. Tomlinson, Hawker Siddeley Aviation Ltd, Hawker Blackburn Division; R. F. Wenz, Bristol Siddeley Engines Ltd.

The seven candidates will go to the College of Aeronautics, Cranfield, where Messrs Tomlinson, Northover and Jack have been accepted by the Board of Entry. Messrs Wenz and Coates have applied for entry to the College and Messrs Senior and Crosskey have been provisionally accepted, dependent upon success in their Higher National Diploma and Diploma in Technology examinations respectively.

SPACE SPECIAL

Next week's issue of *Flight International*, dated July 23, will be an enlarged special number, our annual review of spaceflight activity. Features will include a survey of Britain's programme, including progress reports on Black Knight and the UK-3 satellite; notes on the latest developments towards an international communications satellite system, with details of the US Communications Satellite Corporation's plans; a progress report on ESRO; a first-hand description of Moscow's permanent space museum; and "Spacecraft Scoreboard"—details of all launchings during the past year.

Air Threat Bottled Up

To the Russian surface-to-air missiles well known in the west, the USSR can now add another, code-named the Popov-launched Vodka Bottle. *Izvestia* last week carried a news item concerning a staunch Communist Party official, one Popov, who became angered by a low-flying agricultural aircraft which inadvertently sprayed insecticide into his *bortsch* while he was picnicking. Mr Popov, who was alleged to have been drinking heavily, showed how apposite was his surname by heaving the vodka bottle at the aircraft and causing it to force-land with a damaged wing.

While Mr Popov, who then attacked the pilot, was gently reprimanded for his drunken exploit (*Izvestia* went on to report) the hapless pilot was severely rebuked for spoiling Mr Popov's Party picnic.