



Forty-eight 750lb bombs (plus two in the bay) are one possible massive underwing load for SAC's proposed GD FB-111, but would prevent variable sweep being fully used. SAC will receive 210 FB-111s (see news item on opposite page)

designer for Handley Page during the period 1932 to 1936 he was responsible for the design of the Harrow transport and Hampden bomber.

Dr Lachmann was interned during the 1939-45 war, then continued his work as a consultant; he returned to Handley Page in 1949, when he was appointed director of research. He became a naturalised British subject in the same year. Following his work on slotted wings, he has gained respect as the leading authority in the field of laminar-flow control techniques.

In his retirement he will continue his association with Handley Page as a consultant.

#### SBAC Director to Retire

The director and chief executive of the Society of British Aerospace Companies, Mr Edward C. Bowyer CBE, is to retire at the end of June. For the remainder of the year, and in particular in connection with the 1966 SBAC Exhibition and Air Display at Farnborough, he will continue to act as a consultant to the Society.

Mr Bowyer has been with the SBAC for 35 years and has been director and chief executive for the past 20 years. He joined the Society in 1930 as chief of the information department, was principal assistant to the chairman from 1938 to 1943 and was appointed executive in charge of the export division in 1945 prior to becoming director.

#### BS £100 million Sales

In a year-end statement Bristol Siddeley announced that their 1965 sales totalled £100 million. The total sale of the Viper which powers the HS.125 reached £22 million.

It was also revealed that six weeks after its first run the 593B Concorde engine attained 33,000lb thrust without reheat, the highest figure yet for a European turbojet.

#### Obituary

During the past few weeks the deaths have occurred of a surprisingly and sadly large number of men concerned with aviation either recently or in the past. Five names are noted below, and on page 36 are three more.

LORD SEMPILL, AFC, on December 30 at the age of 72. In the 1920s and early 1930s, as the Master of Sempill, he was one of the most prominent exponents—both politically and practically—of the potentialities of light and ultra-light aircraft; his numerous achievements included a flight to Australia in a Puss

Moth and a Berlin-and-back flight in a BAC Drone at a cost of under 30s for fuel. He served in the RFC and RNAS in 1914-18 and in the Fleet Air Arm in 1939-1941. From 1927 to 1930 he was president of the RAeS.

SIR JOHN BLACK, on December 29 at the age of 70. Formerly chairman and managing director of the Standard Motor Co, Sir John will be remembered in the aircraft industry for his control of the two war-time "shadow" factories operated by his company. In 1940 he was appointed chairman of the Joint Aero-Engines Committee.

MR WILLIAM CLARKE TAYLOR, OBE, in Sydney, NSW, on December 17 at the age of 70. Chairman of Hawker Siddeley Australia Pty Ltd since 1960, for ten years previous to that date he had been closely concerned with air transport in various capacities, including that of vice-chairman of Qantas Empire Airways.

MR GEORGE CONSTANTINESCO, on December 14 at the age of 84. He was co-inventor of the CC synchronising gear used in British and American aircraft in World War One to enable the machine guns to fire through revolving propeller blades.

MR E. J. MANN, on December 16 at the age of 54. Mr Mann was for many years design instructor at the DH Technical School.

#### Golovine Award

The British Interplanetary Society is to establish an award in memory of the Society's former president, the late Mr Michael M. Golovine, in recognition of his efforts on behalf of the Society and of European space collaboration. The award will be a cash prize, to be awarded annually for the best essay on a space-related subject written by a student of any nationality under 25 years of age. A fund is being set up to raise £1,000 to enable the BIS to sponsor the award; donations should be addressed to the Executive Secretary, British Interplanetary Society, 12 Bessborough Gardens, London SW1.

#### ACV Exhibits at Boat Show

Hovercraft—including a special BP exhibit—figure in the current (until January 15) International Boat Show at Earls Court, London, and will be covered in the January *Air-Cushion Vehicles* supplement to *Flight* for January 20. Largely devoted to the show, incidentally, is the January issue of *Yachting World*, now on sale.

## SENSOR

The new director of the Society of British Aerospace Companies is to be Vice-Admiral Sir Richard Smeeton, who was Flag Officer, Naval Air Command, until his retirement from the Royal Navy last November. A distinguished naval aviator, he was NATO Deputy Supreme Allied Commander, Atlantic, from 1962 to 1964. Admiral Smeeton will join the SBAC soon and will understudy the present director, Mr Edward Bowyer (see this page), until his retirement at the end of June. An article by Admiral Smeeton appears on page 20 of this issue.

In addition to the 15-seat twin turbo-prop executive aircraft now in an advanced stage of planning by Handley Page in co-operation with Keegan Aviation, another new entry in the light-aircraft market is being considered by one of the major British airframe manufacturing groups. This will be a turbojet challenger in the popular five-seat light-twin category.

The first Short Belfast to enter RAF service will be ceremonially handed over to 53 Sqn at RAF Brize Norton on January 20 but will probably be in squadron hands about a week before. The Belfast squadron expects to be operational from the fourth delivery onward. Six of the ten Belfasts ordered have now been flown.

Scientific officers as well as test pilots may before long attend courses at the Empire Test Pilots' School, Farnborough. Such a development, already adopted elsewhere in Europe, is favoured by Gp Capt R. A. Watts, who leaves ETPS early next year after four years as Commandant to take up an MoD appointment.

Airline pilots are considering making a firm stand against using RVR limits below 800yd at major airports until a more satisfactory method of measuring RVR is put into use. The Ministry of Aviation has been asked to consider the situation urgently.

The Fleet Air Arm's 1965 pilot recruiting drive has been so successful that it may even cause a training problem.

Stretched and "compressed" developments of the One-Eleven are being considered by BAC. One stretched version which has been discussed with American and British-independent operators is a 102-seater with a gross weight of 89,000lb.

The Trident is the subject of the latest in the series of pilot workload investigations carried out in BEA by Dr H. P. Ruffell Smith which will be completed towards the end of January.

International Aeradio Ltd is taking a close interest in the proposed new "sea-leg" weather stations for the North Atlantic.