



**No airbus** The first of four Britten-Norman Islanders for Aertirrena, the Italian non-scheduled carrier, left Bembridge, Isle of Wight, for Rome last month

work at British Government research and development establishments.

These figures were given by the Minister of State, Mintech, Mr John Stonehouse, in a written Parliamentary answer on December 21.

He recalled, in answer to another question, that the estimate of Concorde development costs in October 1964 had been £140 million (at January 1964 prices) for each country in respect of work by the contractors up to initial C of A.

#### Vipers for Yugoslavia

The first Viper engine of an order for the Yugoslav Air Force for Viper 531s and 22/6s was handed over to the Defence Attaché of the Yugoslav Embassy at the R-R Bristol Engine Division factory, Parkside, Coventry, on Wednesday of last week.

The order (*Flight*, August 18, 1966), is for powerplants for further SOKO Galeb trainers to be built during the next four years, and with spares totals approximately £6 million.

#### In the New Year Honours

A larger-than-usual number of members of the aircraft and ancillary industries were named in the civil categories of the New Year Honours announced last Monday, and in a number of cases the words "for services to export" appeared after as citations.

Industry names include those of Mr David Brown, chairman of the David Brown Corporation, and Mr O. W. Humphreys, chairman of GEC (Electronics), both of whom receive knight-hoods; Mr Reay Geddes, Dunlop's new chairman (see page 18 of this issue), appointed KBE; and Mr J. Morley, vice-chairman and managing director, Lucas Gas Turbine Equipment, and Mr C. H. Offord, managing director, Scottish factories, Honeywell Controls (both CBE).

Among the OBEs are Mr R. F. Creasey, director of advanced systems and technology, BAC (Preston), Mr E. R. T. Ponsford, chairman and managing director, Solartron Electronic Group, and Mr G. F. T. Trubridge, joint deputy manager of Imperial Metal Industries' Summerfield Research Station.

Lord Beswick, the Government's aviation spokesman in the House of Lords—and a contributor to *Flight* on industrial, airline and political subjects over a number of years—receives the high honour of appointment as a Privy Councillor.

A well deserved sporting flying award is that of OBE for Miss Sheila Scott.

Among honours in the airline world are the CBE for Mr Harold Bamberg, chairman of British Eagle, and OBE for Mr W. I. Scott-Hill, regional director (UK and Ireland), BEA.

Other names in the list include those of Wg Cdr E. L. T. Barton, Chief of Telecommunications (Civil Aviation), BoT, appointed CBE, and Mr N. R. Norfolk, Chief Superintendent of the London Air Traffic Control Centre (OBE). The Technical Director, MoD (Navy), Mr Rowland Baker, receives a knighthood.

A more detailed list, which will include MBEs, will appear in *Flight* next week.

#### That Empty Chair

The continuing farce of Short's chairmanship—or non-chairmanship—took a new turn when, on the eve of Mr C. E. Wrangham's departure on December 31, the Minister of Technology appointed an acting chairman. The caretaker job has been accepted by Mr Denis Haviland.

Already a director of the company, Mr Haviland is now officially deputy chairman, though whether he will continue to hold this title when eventually Mr Wedgwood Benn finds someone to accept the chairmanship remains to be seen.

Mr Haviland was, until he moved into industry in 1964, the top aircraft industry civil servant in the Ministry of Aviation. It is understood that while he is prepared to undertake a caretaker job for up to three months, he will not be able to accept the chairmanship himself.

#### Blocked Beagles

Beagle has suffered two disappointing setbacks in its efforts to sell fleets of B.206-Ss, after it had apparently won substantial contracts in each case. The first was from the South African Government, who wanted 18 aircraft for air-sea rescue and fishery patrol duties. The contract was blocked by the US State Department because the Beagles, powered by US-built Continental engines, would be flown by quasi-military pilots and could therefore be used for internal security operations to enforce apartheid regulations.

Pointing out that the South African security forces use fleets of Cessna 182s, Britain has asked for the lifting of the ban. Last year the US refused a Dassault application to supply GE-

## SENSOR

Developments of the Boeing 727 and the 737 are in the active study stage by Boeing. A 15,000lb-plus version of the P&W JT9D is the key to improved payload-range performance versions of both aircraft, each probably having the -300 designation. The 727-300 will be in the same traffic class as the projected BAC Two-Eleven. Boeing does not consider that the 727-200 has reached its "rotation-limited" fuselage-stretch, and new undercarriage geometry as well as a new wing are solutions being studied. Boeing are also looking at a "2½-engined" 737, using the a.p.u. as a thrust-booster. This concept is also being studied by the company's 757 airbus project team.

The accident to the Whirlwind of the Queen's Flight recently is now attributed to fatigue failure of the main rotor shaft, and not to a gearbox fault.

Recommendations for a British space programme have been formulated by the British Interplanetary Society and are due to be published in the next fortnight.

Float and ski conversions of the Britten-Norman Islander will be designed, developed and approved by specialist companies in Canada during this winter.

Direct lift control for instantaneous adjustments to rate of descent (wing spoilers linked into the pitch control and autothrottle circuit of automatic approach equipment) as proposed for the Lockheed L-1011 and Boeing SST is being considered for the Boeing 747. Boeing consider their jumbo jet the best candidate for fully automatic approach and landing because of its greater precision in comparison with hand flying and the comparatively low cost of the equipment in an aircraft worth over \$20 million.

BOAC will make clear to Boeing that folded-wing landings on their SST must be no more likely than a wheels-up landing or a ditching, and that landing with wings folded cannot be demonstrated during training.

BOAC is not now planning to operate Boeing SSTs until the summer season of 1976. Concorde are still planned for full introduction in the summer of 1972.

An attempt is being made by an East European country, working through business interests in Vienna, to start up a charter airline in Austria. Austrian Airlines, however, has the legal right to lodge an objection, and plans to do so.

East African Airways Corporation is planning to operate one or more of its Comet 4s on UK-East Africa inclusive tour charters at non-IATA rates. One of the airline's Comets is now at Hatfield undergoing a major overhaul which will extend its life by up to four more years. The two other Comet 4s will be similarly refurbished.