

SENSOR

BEA's compensation for buying Trident 3Bs and One-Eleven 500s instead of Boeing 727-200s and 737-200s is likely to be between £20 million and £25 million and to cover a period of seven years only. The attitude in the Treasury is that BOAC were over-compensated in 1964, and that this is not going to be allowed to happen in BEA's case. Payment is expected to be in the form of a lump sum rather than annual payments. The question of a change in BEA's capital structure to bring it in line with that of BOAC will be raised as soon as the compensation question is settled.

Delivery date of the Trident 3B is now slipping as a result of the Government's delay over the compensation issue, and BEA may now miss the 1971 summer season. The delay will increase the cost of the 3B and the amount of compensation required by BEA for lost revenue. Trident 3B basic price will now be at least £2.3 million. So far HSA has spent more than £2 million of its own money on the programme but cannot spend more without a BEA contract.

Concorde is now unlikely to be seen over Farnborough. First flight date is now well towards the end of the year for both 001 and 002.

There are no indications that the very top levels of the BoT favour a BOAC-BEA merger.

Orders for the Lockheed L-500 (civil C-5A freighter) from Pan American and Trans World are expected soon, probably for ten aircraft each. PAA—and other 747C customers—have decided against the use of the Boeing 747 for all-cargo operations and for competitive reasons Qantas is now also a potential customer for the L-500. Two teams from Lockheed have recently been briefing the Australian airline.

The French domestic crisis, and Ministerial changes, have created further confusion in the ELDO situation. At present the other members of the organisation, already faced with the British decision not to participate after 1971, do not know what France's attitude towards it will now be.

Decca Navigator Italiana is being formed to promote the Decca hyperbolic navigation system in Italy. A five-chain coverage of the country is proposed. Operators who could make particularly good use of the system include the civil police and military helicopter units, and coastal shipping.

The short list of contenders to meet Japan's F-X requirement includes the F-111, F-4, Lockheed CL-1010 (project), Northrop F-5 and N-530, Mirage, Saab 37, Lightning and Jaguar. F-X will be a replacement for 200 F-104Js in the air interceptor role, and service introduction is planned for 1971. Favoured candidates are the F-4 and Lockheed CL-1010.

BEA pilots have amassed a £50,000 strike fund, growing at £5,000 per month, to back their claim for salaries up to £6,800 p.a. for two-crew One-Eleven operations.

Shorts and the MoD/Mintech defence sales organisation are now heavily engaged in assessing the commercial possibilities of the Short Blowpipe infantryman's SAM around the world, before putting the missile into full production for the British Army. Blowpipe, originally a company PV, is now receiving Mintech financial support.

A new subsonic, high-Reynolds-number wind tunnel is to be built at RAE Bedford. Working section will be approximately 13ft by 10ft and RN will be 6 million. The tunnel should be operational by 1971 and will be used largely for improving the efficiency of subsonic transport aircraft aerodynamic design.

Knighthood for Barnes Wallis

Seldom can an honour have been more deserved than that which has been conferred on Dr Barnes Wallis, knighted in the Queen's birthday honours last Saturday. A young 80 years of age, and still BAC's chief of aeronautical research and development, he has been responsible for designs and inventions that have included the R.100 airship, geodetic airframe construction, the bomb that breached the German dams, other special-purpose bombs, and the pioneering Swallow flying-wing project.

Another knighthood—"for services to export"—goes to Mr D. P. Huddle, who played a major part in landing the Rolls-Royce RB.211 order last March.

A Minister who has been very much in the aviation picture during the past

year is made a Privy Councillor: Mr John Stonehouse, Minister of State, Mintech.

Two chief test pilots are honoured, Denis Taylor of Short Bros and H. C. Rogers of Rolls-Royce, both of whom are appointed OBE; and a well-deserved OBE comes the way of Mrs Ann Welch, who has done so much for British gliding.

Aviation names in the civil sections of the various Orders include the following:

Privy Councillors G. W. Reynolds, MP, Minister of Defence (Admin); John Stonehouse, MP, Minister of State, Ministry of Technology.

Knighthoods D. P. Huddle, managing director, Aero Engine Division, Rolls-Royce (for services to export); B. N. Wallis, chief of aeronautical research and development, British Aircraft Corporation.



Dr Barnes Wallis



Mr D. P. Huddle

CBE S. D. Davies, technical director, Dowty-Rotol; T. R. Grieve, vice-chairman and managing director, Shell-Mex and BP; F. Nixon, consulting engineer (quality and reliability), Rolls-Royce; Cdr H. Pasley-Taylor, director, Elliott-Automation.

OBE Cdr A. W. Beeton, chairman, Northern Region, Air Training Corps; Mrs A. G. Caldwell, Point Piper, NSW (for services to aviation in Australia); J. Dent, lately director and chief engineer, Hawker Siddeley Dynamics, Whitley, Coventry; F. A. Gillibrand, regional general manager, Germany, BEA; G. E. King, chief project engineer, British Aircraft Corporation, Stevenage.

G. A. Nicholls, New Zealand (for services to the transport industry and aviation); H. C. Rogers, chief test pilot, Rolls-Royce; Wg Cdr W. H. N. Shakespeare, dep. chmn., RAFA; F. G. Tarrant, Assistant Director, Guided Weapons (Eng), Ministry of Technology; D. G. W. Taylor, chief test pilot, Short Bros and Harland; Capt R. F. Uren, chief pilot, Qantas Airways (for services to aviation); Mrs Ann C. Welch (for services to gliding); R. H. Woodall, director and chief executive, Rotax. **Continued overleaf**

