



On test in an external pod slung under a CF-100 is the new United Aircraft of Canada JT15D a turbofan engine developing 2,200lb thrust. It will power the new Cessna Fanjet 500 (described on page 610) and is expected to be in production early in 1971

### Beagle Realignment

A large reduction in design office staff is a main feature of changes announced by Beagle Aircraft. A total of 82 people is involved, from both the Shoreham and Rearsby factories. Of this total, 28 have reached normal retiring age, five others are leaving and the remaining 49 are being made redundant. This reduction of design staff, coupled with a build-up of the Beagle labour force which has also been announced, suggests a shifting of emphasis from development to production—principally of the Pup.

These changes form part of the re-organisation being carried out by the new managing director, Mr K. M. Myer. This results from the Beagle board's decisions to realign the company's resources so as to achieve maximum output and to streamline the organisation in other directions to achieve the best possible cost-effectiveness.

Mr Myer, who at the time his appointment was announced (November 16, 1967) was 40, came to Beagle from Brookhirst Igranic, Chester, part of the Metal Industries Division of Thorn Electrical Industries, taking up his new appointment on February 1 this year. He won the post in open competition from a short-list of candidates interviewed by representatives of the Ministry of Technology, which now owns Beagle, though the company chairman, Mr Peter Masefield, was on the selection board.

Mr Myer has specialised in production and exports and is described as an "organisation man—a professional businessman." Before his previous appointment he was managing director of Fawcett Preston, another company in the Thorn Metal Industries Division.

His reorganisation is being undertaken with the approval of the Beagle board, which consists of Mr Peter Masefield (chairman), himself as managing director, and Mr T. Norman Ritchie (financial director). Beagle stated last week that the reorganisation would entail, over the next few months, a build-up of the direct labour force "while in the meantime a reduction is being made in the staffing of some sections of the drawing office and ancillary departments." The objective is a swift and steady build-up in production of Pups and B.206s while the company lives within "stringent financial resources." In its statement, Beagle said that "while regretting the

need to part with a number of employees who have served the company so well, the board is confident that the re-constructed organisation will make Beagle the better able to meet the challenge of the expanding market for light aircraft throughout the world."

Assets of Beagle Aircraft were handed over by Pressed Steel Fisher to Mintech for £1 million and it is now a private company with shareholding wholly owned by Mintech, though the board has the responsibility for running it.

### "Flight" to Incorporate "Aeroplane"

Iliffe-NTP International announces that, in order to concentrate its publishing activity in aviation, it has decided to merge *Aeroplane* (Temple Press Ltd) into *Flight* (Iliffe Transport Publications Ltd).

*Aeroplane* was published for the last time as a separate journal on October 16, and the first issue of *Flight* incorporating *Aeroplane* will appear on October 24. The editorial staff of *Flight* remains unchanged.

### BAC 167 Strikemaster

British Aircraft Corporation have given the name Strikemaster to the BAC 167.

Over 50 of this COIN-type aircraft are currently on order, 25 of them for Saudi Arabia, 16 for Singapore, six for Kuwait and undisclosed numbers for South Yemen and for Muscat and Oman. Most of the Strikemasters are due to be delivered over the next year.

### January-August Air Exports

UK aircraft industry exports during August, figures for which have just been announced by the Society of British Aerospace Companies, totalled £15,612,000—an increase of more than £2½ million over the comparable figure for 1967. SBAC state that "with the August figure, Britain has now exported more than two and a quarter thousand million pounds' worth of aircraft and parts, aero-engines, aeronautical instruments and tyres since 1946, with engines contributing over £900 million of this total."

The aircraft industry's exports over the first eight months of 1968, including guided weapons, have reached £174,385,000, compared with £130,681,000 for the same period of 1967 and £149,398,000 for the whole of 1965.

## SENSOR

British United Airways, who will be operating 15 BAC One-Elevens (ten -200s and five -500s) next summer, expect to be disposing of up to five of the -200s at the end of the 1969 holiday season. The three additional -500s, making eight in all, are to be delivered from March 1970.

The Government's objective in financing Concorde production is that the contractors should bear a substantial and increasing share of the risk. The incentive contracts now being negotiated turn not only on agreement on what is "substantial," but also on the future of English Electric's 40 per cent stake in BAC.

The Libyan defence deal with Britain is much bigger than has been officially hinted at, and very much higher than the unofficial £100 million estimate.

The vintage-aircraft group at Weybridge is building a flying replica of the Vickers Vimy for next year's 50th anniversary of the Alcock and Brown first Atlantic crossing. Two original Eagles have been restored by Rolls-Royce.

An urgent call for up to 30 aircraft to help fight the present resurgence of locusts has been cabled to agricultural aviation operators in Europe by the Moroccan Ministry of Agriculture.

The Soviet Union will not attempt a manned flight to the Moon this year, but if all tests prove successful Russian cosmonauts will fly towards the Moon early in 1969.

The RAF withdrawal from its Far East bases, following the Government's present policy to pull out by 1971, has already begun. Flying activities are gradually being wound down at Seletar, the original airfield on Singapore Island, and within six months its squadrons (transport and helicopter) will have been withdrawn to Changi.

Criticism that Whitehall's security procedures are often over-stringent and have an inhibiting effect on the promotion of defence equipment exports is apparently having some effect. Mintech recently set up a working party to undertake a thoroughgoing review of technical security arrangements which is expected to result in a general lowering of security gradings on many types of equipment.

Progress with Short's Blowpipe missile is good on the guidance side, but the firm would like the Ministry of Technology to speed up development of the engine and warhead, which are their responsibility. Unit cost will be about £1,000 depending on the size of production orders.