



S.B.A.C.
FLYING DISPLAY
and EXHIBITION

9th to 12th SEPTEMBER, 1947

RECOMMENDED ROUTES
TO
RADLETT AERODROME

Programme not yet available

THE SOCIETY OF BRITISH AIRCRAFT CONSTRUCTORS LTD.

21st August, 1947.

S.B.A.C. 8th DISPLAY AND EXHIBITION, HANDLEY PAGE AERODROME
RADLETT, 9th, 10th, 11th and 12th SEPTEMBER, 1947.

At the S.B.A.C.'s 8th Display and Exhibition, the Static Exhibition will be open from 10 a.m. to 5.30 p.m. on each of the four days. There will be a Flying Display from 2.30 p.m. to 5.30 p.m. on the first three days. There will be no Flying Display on the fourth day, which is reserved for technicians of the Aircraft Industry and Government Departments.

27-2, Hld
32 Savile Row,
W.1.

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18/8/47.

Sept. 9, 10, 11.

BIGGEST AIR SHOW—BUT KEEP AWAY

By RONALD WALKER
News Chronicle Air Correspondent

THE British aircraft industry's second post-war exhibition next month promises to be the world's greatest air show.

For want of more convenient accommodation the display will again be held at the Handley Page aerodrome at Radlett, Herts. Guests will be some 6,000 representatives of 49 countries.

But the Society of British Aircraft Constructors has announced its regret that the general public cannot be admitted.

What is needed

One of the main reasons for this ban last year was that the roads leading to Radlett are incapable of accommodating large crowds.

Plans are being considered to move the display to an airfield nearer London which could accommodate foreign guests and the public.

Needs include adequate runways, space for exhibition halls, stands and car parks.

At this year's show 27 new-type machines will make their first appearance. They include jet planes, some of them still secret.

3 Passes
2 V's

attach &
apply for permits

27-2, Hld
32 Savile Row,
W.1.

Diaries
Wray



S. B. A. C. FLYING DISPLAY
RADLETT. SEPTEMBER 9/12TH 1947.

Vickers-Armstrongs Ltd. Aircraft Section, will be represented by the Weybridge Works and Supermarine Works at the Static Exhibition which will be held in connection with the above.

The following are the main exhibits which will be shown on adjacent stands K and L.

Scale models will represent the following types of civil and service aircraft constructed and in course of construction at each of the Works.

- VIKING Mk.1b.
- Royal VIKING of the King's Flight.
- None Jet VIKING.
- VISCOUNT formerly (V.C.2) Four Turbine driven props. Transonic Research Aircraft.
- ATTACKER single seater Jet Fighter.
- Two Seater SPITFIRE trainer.
- SEAGULL and SEAOTTER Amphibian Flying Boats.
- SEAFIRE, SPITEFUL and SPITFIRE piston engined single seater fighters.
- VARIABLE INCIDENCE WING model.

A selection from the range of VICKERS AIRCRAFT and INDUSTRIAL ACCESSORIES will include the well known fuel and oil cocks, non-return and relief valves, pumps, tail and under carriage oleo landing gear, hydraulic flying controls a complete stern group of a SEAFIRE comprising arrester deck landing gear etc. etc. Also several units of new and additional components of VICKERS design embracing single and double tables, and two specially designed chair seats for civil passenger aircraft of all types:- full details and particulars of these will be available at each stand.

Enlargements of photographs of VICKERS and SUPERMARINE aircraft in service including a coloured series of VIKINGS of the KING'S FLIGHT during the Royal Tour of South Africa will also be shown.

ON the Radlett aerodrome the following types of VICKERS and SUPERMARINE aircraft will be on view.

1. Royal Viking V.L.246 of the King's Flight.
2. 24 seater Viking.
3. Valetta, (Military version of the Viking).
4. Attacker, Jet single seater fighter.
5. Seafire M.K.47 fitted with contra-propeller.
6. Sea Otter (Civil Type).
7. Spitfire Trainer.

Demonstration flights will be given by the "Attacker", "Valetta" and "Seafire".

VICKERS-ARMSTRONGS LIMITED,
AIRCRAFT SECTION,
VICKERS HOUSE,
BROADWAY,
LONDON, S.W.1.

Jet an lines

hook for foreigners



Forecast and Programme for the Annual Flying Display and Exhibition Organized by the Society of British Aircraft Constructors

OF the many flying displays and exhibitions of aircraft and components which take place annually all over the world, there is none which compares in scope and technical interest with that of the Society of British Aircraft Constructors. This year the site is again to be the Handley Page Aerodrome near Radlett. Memories of last year's Display at Radlett will be revived by the heading photograph.

Before the war the Royal Air Force Display was held annually at Hendon on the last Saturday of June and it was attended by many foreign visitors. The first S.B.A.C. Display was organized in 1932 as a special function for the benefit of these visitors and held at Hendon on the Monday following the R.A.F. Display. By comparison with post-war S.B.A.C. displays this first one was very small, about 40 aircraft being shown. Not until the fourth Display in 1935 was a static exhibition organized, and on this occasion some 65 manufacturers took stands.

Growing Importance

The following year, due to the great increase in support and the resulting need for more space, the de Havilland airfield at Hatfield was made available, and in 1937 for the first time a two-day show was arranged with flying display on the second day. As a result of the international situation no more displays or exhibitions were organized until after the war in 1946, and the R.A.F. Display has now been abandoned altogether. This year nearly 200 firms will exhibit their products at the four-day function at Radlett.

The past year has seen a great deal of progress in both civil and military aircraft construction and in the piston

and gas turbine engines to power such aircraft. Visitors to the Radlett Exhibition on Sept. 9-12, will be able to examine several new civil transports such as the Airspeed Ambassador, Cunliffe-Owen Concordia, Miles Merchantman and M68, and Percival Merganser. In addition

RADLETT WEEK PROGRAMME

Tuesday, Sept. 9th.—Exhibition, 10 a.m. to 5.30 p.m.; Official Opening and Luncheon; Flying Display, 2.30 p.m. to 5.20 p.m.

Royal Aeronautical Society (Anglo-American Conference) Dinner at the Guildhall, London, 7 p.m. for 7.30 p.m.

Wednesday, Sept. 10th.—Exhibition, 10 a.m. to 5.30 p.m.; Flying Displays as for Sept. 9th.

Thursday, Sept. 11th.—Exhibition, 10 a.m. to 5.30 p.m.; Flying Display, morning gliders, afternoon civil aircraft.

Friday, Sept. 12th.—Exhibition, 10 a.m. to 5.30 p.m. for technicians from Government and Industry only. No flying display.

Saturday, Sept. 13th.—Exhibition closed.

Sunday, Sept. 14th.—Royal Aeronautical Society Garden Party, at Radlett 2.30 p.m. to 7 p.m. Static exhibition and flying display, including gliders.

Transport to and from Radlett

By Air.—Radlett airfield is closed to all aircraft except those taking part in the display. Visiting aircraft may land at Elstree airfield.

By Rail.—From London (St. Pancras) to Radlett.

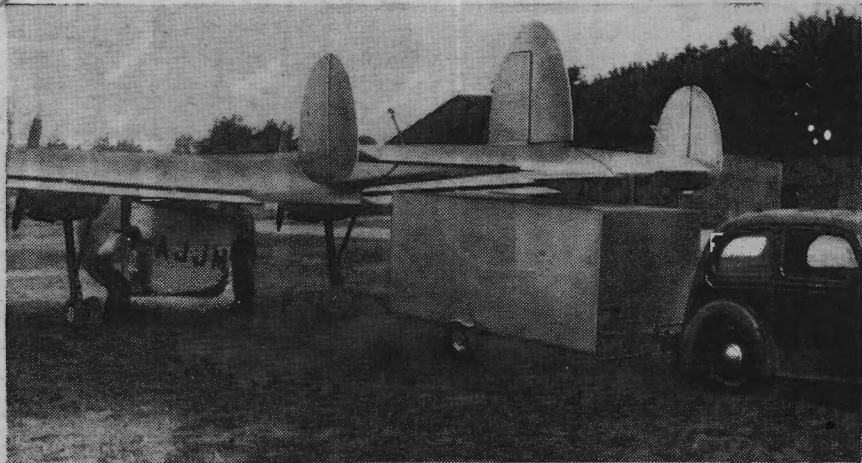
By Motor Coach.—From Victoria Coach Station at 19 and 49 minutes past every hour. Journey one hour. From Radlett (Red Lion) at 13 and 43 minutes past the hour.

HERE AND THERE

through the walls for overhaul. At the front of the hangar, which is 84ft long 30ft wide and 30ft high, there are eight tall doors of tubular steel construction covered with canvas. In the side walls are large apertures at wing height, designed so that large aircraft can be accommodated. Small sliding ports incorporated in the construction of the rear wall allow an engine, which has been disconnected, to be taken through the hatch by means of a Clark lifting truck.

King Neptune Airborne

PASSENGERS flying from Entebbe to N'Dola recently in a Viking owned by Airwork, Limited, were provided with a novel diversion while "crossing the line." King Neptune (alias a supernumerary member of the crew) appeared magnificently garbed, complete with gilt-paper crown and cotton-wool beard, and carried out the usual rites associated with this ceremony. The men were shaved with a cardboard razor and the women powdered, and the six children aboard similarly dealt with, much to their delight. The 23 passengers were then duly issued with a certificate signed "Neptune Rex" absolving them from further "treatment" from the submarine world.



BREAK-AWAY: The detachable air trailer portion of the ingenious new Miles M68, a description of which appears on page 252, is towed away from the airfield. The trailer carries its own road wheels and tow-bar.

Model Jet

AN unofficial speed record for model aircraft was set up at a St. Albans model aero club rally last week, when a jet-propelled model belonging to Mr. M. Guest, of Bushey Park Model Flying Club, attained a speed of 98 m.p.h.

Digging In?

A REPORT that the U.S. Army is supervising the digging of huge caverns under the mountains of New Mexico, as a defensive measure against a possible third World War, appeared in an American paper, the *Denver Post*, last week and caused some consternation on the other side of the Atlantic. The U.S. War department, however, refused to comment on the report.

S.L.A.E.

A BRANCH of the Society of Licensed Engineers, under the chairmanship of Mr. A. W. V. Laxton, has been formed at Bovington Airport. The hon. secretary is Mr. P. J. Stabbins and the assistant secretary Mr. R. N. Dallin. The branch already has 43 associate members and 10 student members, and lectures and visits to various aircraft manufacturers have been arranged. Those interested in joining should communicate with the hon. secretary.

Functional Furniture

A MILES Aerovan belonging to East Anglian Flying Services, Ltd., took off from Southend recently en route for Jersey. Aboard the aircraft were eight suites of furniture. The suites consisted of sectional furniture which is specially constructed by Lee Bridge Industries, Ltd., to enable it to be packed into confined spaces. In fact, because of its unique constructional design, a complete suite stacks into the space normally occupied by an easy chair. The appropriate trade name given this sectional furniture is "Airborne."

Sub-zero Tests

AT the invitation of the Ministry of Supply, a representative of the Dunlop Aviation Division recently visited the Winter Experimental Establishment at Edmonton, Alberta, Canada, where equipment tests were carried out by the Ministry and the R.C.A.F. Aircraft tyres, wheels, brakes and gun-firing equipment, designed and developed at the Dunlop rim and wheel works at Foleshill, Coventry, were also tested and proved satisfactory under Arctic conditions at Fort Nelson and Fort Churchill. A visit was also paid to Snag airport in the Yukon, where temperatures as low as 114 degrees of frost have been recorded.



HEADROOM: Col. Douglas, C.B.E., A.F.C., chairman of de Havilland's South African company, who is 6ft 3in in height, finds he can stand comfortably under the centre section when inspecting the prototype Airspeed Ambassador.

News in Brief

It has been reported in the daily Press that a flying bicycle is to be shown at the exhibition of inventions, the "Concourse Lepine," opening at the Parc des Expositions in Paris on September 13th.

Statistics published by B.E.A. reveal that 69,602 passengers travelled on B.E.A. aircraft during the month of July. This figure shows an increase of 25.3 per cent over the June total.

Six aircraft, four Consuls, an Anson and a D.H. Flamingo belonging to British Air Transport, Ltd., last week flew 46 people, among whom were 31 Danes, to the Southport Flower Show. The trip was organized by the Lea Valley Growers' Association.

It is reported that the Netherlands Government is seeking the use of the R.A.F. Airport 14 miles north of Singapore for the use of the K.L.M. Amsterdam-Batavia service.

An extraordinary General Meeting of the Air League of the British Empire will be held at Kinnaird House, 1, Pall Mall East, S.W.1, on Thursday, September 25th, at 2.30 p.m.

Howard Clayton-Wright, Ltd., announce that they have now transferred the whole of their organization and their associate companies, Harrisflex Bearings, Ltd., and Clayflex, Ltd., to new premises at Wellsbourne House, Wellsbourne, Warwickshire. The new telephone numbers of the companies are, Wellsbourne 316/7/8.

they will see new and improved Service aircraft such as the Westland Wyvern, Blackburn Firecrest, Saunders-Roe A.I., Vickers Valetta and Heston A.O.P., as well as new elementary and advanced trainers.

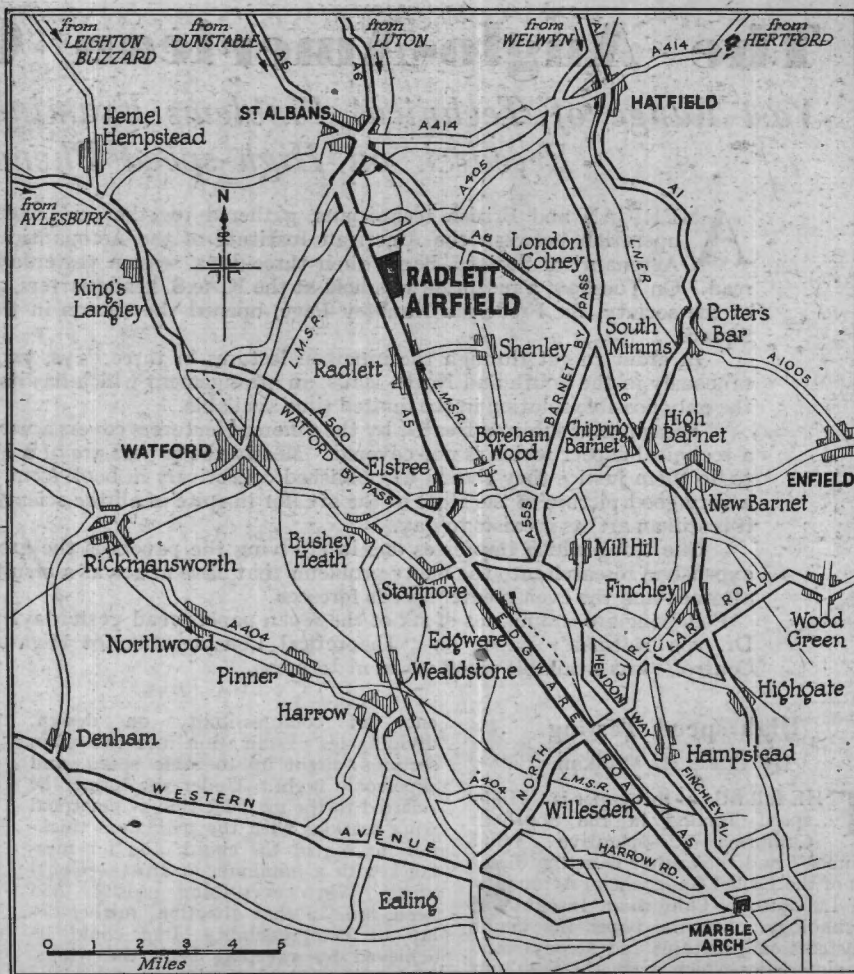
Outstanding among the year's new power units are the Napier Naiad airscrew turbine, described elsewhere in this issue, and the Rolls-Royce Eagle piston engine which will be seen in the Wyvern.

Makers of aircraft components, special equipment and accessories may not be able to display their products in such a spectacular manner as the aircraft constructors but they will nevertheless be present in force in the static section of the exhibition, and there is no doubt that advances in this most important branch of the aircraft industry have been, if anything, of greater importance and promise than many of the aircraft themselves.

Special Equipment

Many types and sizes of airscrew will be seen and the majority of them demonstrated. Examples of new special equipment worthy of particular attention are the Smiths electric autopilot operating on the rate as opposed to the displacement principle; the G.E.C. small two-way radio for light aircraft and the same company's hot-air oven for the galleys of larger aircraft; the Decca Navigator Company's new airborne receiver and lane identification unit (the last named will be demonstrated); and Marconi's automatic radio compass. Almost innumerable examples

of other equipment, from the Martin-Baker ejector seat to the Tharra buried rivet could be mentioned.

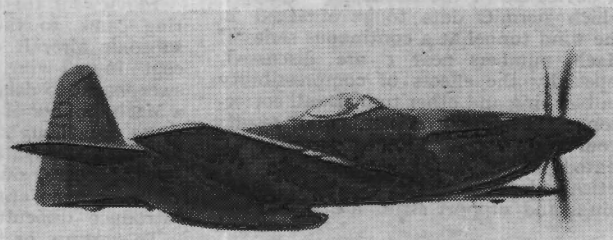


A "Flight" Copyright map showing the main approaches to Radlett airfield.

MORE ABOUT THE M-B V

ONE of the finest all-round single-seat piston-engined fighters ever produced in this, or any other, country is the Martin-Baker M-B V, to Air Ministry specification 18/39. This exceptionally clean low-wing monoplane, powered by a Rolls-Royce Griffon 83 engine driving a six-blade contra-rotating airscrew, was described and illustrated in *Flight* of November 29th, 1945, since which time full particulars of performance and of certain constructional features have become available.

The maximum level speed of the M-B V is 460 m.p.h. at 20,000ft; even at as low an altitude as 6,000ft the speed is 425 m.p.h. With normal fuel (200 gallons) the range is 1,100 miles. Other data are: time to 20,000ft, 6.5 min.; time to 34,000ft., 15 min.; service ceiling, 40,000ft; take-off distance (over 50ft, calm), 420 yards; landing distance (over 50ft, calm), 550 yards. Readers who were fortunate enough to see S/L. Zurakowski's demonstration at Farnborough



The clean aerodynamic design of the M-B V is reflected in its speed of 460 m.p.h.

during 1946 will feel certain that the stalling speed, with flaps and undercarriage down, is no more than the 95 m.p.h. claimed.

Some illuminating extracts from the Engineering and Maintenance Appraisal drawn up by the Aircraft and Armament Experimental Establishment at Boscombe Down in March last year may now be quoted. It is considered, states the report, that the general design and layout of the M-B V is excellent and is infinitely better—from the engineering and maintenance aspect—than any other similar type of aircraft. It is further considered that the layout of the cockpit might very well be made a standard for normal piston-engined fighters, and that the engine installation might be applied advantageously to other aircraft.

FORTHCOMING EVENTS

- Aug. 28th to Sept. 13th.—Engineering and Marine exhibition. Olympia, London.
- Sept. 3rd to 6th.—Royal Aeronautical Society: Aeronautical Congress.
- Sept. 6th.—Naval Aviation: Air display and static exhibition. Lossiemouth air station, Moray, Scotland.
- Sept. 6th.—Air display at R.N.A.S., Yeovilton.
- Sept. 9th.—Royal Aeronautical Society: Dinner at the Guildhall, London.
- Sept. 9th to 12th.—S.B.A.C. Exhibition and Display.
- Sept. 13th to 15th.—Cannes Aero Club "Ailes d'Azur" Film Festival air rally. Cannes-Mandelieu airfield.
- Sept. 14th.—Royal Aeronautical Society: Garden party, Radlett airfield.
- Sept. 17th to 19th.—Federation Aeronautique Internationale: Annual General Conference, Geneva.