

EXTRACTS FROM REPORT TO THE UNITED STATES CIVIL AERONAUTICS BOARD,  
by Mr. Livingston Satterthwaite, Civil Air Attache at the  
American Embassy in London.

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"British Civil Air Lines are inefficient and of poor quality ..... British Commercial Aviation is more to be pitied than feared ..... American air lines are so impressed by the inefficiency and poor quality of the operation of their British Competitors - with the possible exception of the B.O.A.C. North Atlantic Constellation Service - that they genuinely hope British air lines will be able to buy serviceable aircraft lest the British Government should have to take restrictive measures against more able air lines .....

"The Tudor 1 and 11 are a great disappointment. They have been refused by B.O.A.C. and are back at the factory for modifications to see if they will ever be suitable ..... It is problematical if the Handley-Page Hermes will be produced in the number promised and at the time promised (midsummer 1948) and it will then be able to compete only with 'planes such as the Skymasters, which by that time may themselves be superseded .....

"The Vickers Viking is expensive to operate, difficult to maintain, not fully developed, and even if developed to the limit of its possibilities still obsolete."

Other British aircraft were dismissed by Mr. Satterthwaite as either undeveloped, underengined or otherwise uneconomic. "There is simply not one really modern transport available or likely to be available for two years." he added.

PRESENTATION TO A. V. M. D. C. T. BENNETT, CB, CBE, DSO.  
LONDON AIRPORT, 8th/10/47.

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A silver salver from the Directors and Employees of A. V. Roe & Co. Limited, commemorating the first operational flight of the AVRO TUDOR IV "STAR LION", is to be presented to A. V. M. Bennett when he lands at London Airport at 5.36 p.m. on Thursday the 9th October, 1947.

A young Avro apprentice, Kenneth Lawrence Yeomans, has been chosen to make the presentation. He lives at 7, Ashdown Terrace, Blackley Estate, Manchester, and is nearly 18 years old. Educated at North Manchester High School, he obtained his School Certificate in July 1946, and joined the Company the following October. He is now studying at Newton Heath Technical School and so far, he has been trained in the Company's Education Department and the Fitting Shop of the Experimental Department.

7/8/47.

**TUDOR IV READY  
FOR SERVICE**

By RONALD WALKER

News Chronicle Air Correspondent

**F**IRST of the Avro Tudor air liners to go into service will begin operations on British South American Airways' route to the Argentine in mid-September.

Ordered in 1944, the Tudor first flew in June, 1945. For two years they have been the storm centre of fierce controversy as to whether or not they were a failure.

This version of the Tudor, the Tudor IV, has passed final tests on an 11,000-mile flight to South America and back.



*Thurday*

EXTRACTS FROM SPEECH BY THE RT. HON. JOHN WILMOT M.P., MINISTER OF SUPPLY,  
to be given at a Press Conference in London on 31st July, 1947.

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"The time is opportune for a few straightforward words about the position of the British Aircraft Industry ..... I have noticed a tendency on the part of some gloomy and misguided persons to spread around the opinion that in aviation matters this country has everything to learn from the Americans and that the Americans have nothing to learn from us. The position is that American designers and our own are in friendly rivalry ..... they sometimes surpass us, we sometimes lead them."

"The Americans have in fact recently paid us the great compliment of purchasing the manufacturing licenses for Rolls Royce Derwent and Nene Jet engines, and I understand, the U.S. Navy intend to install the Nene in their new Grumman fighter ....

"We lead the world in the field of gas turbine engine design and production, and I am entirely confident that the application of new types of aero engines of all kinds to civil aviation will enable us in the future to produce both for our own airline operators and for overseas sale, civil aircraft of the same standard of pre-eminence as our military aircraft were during the war .....

With regard to criticism of the British Civil Aircraft now in production,  
Mr. Wilmot said:

"Far from resenting criticism, both the government and the Industry welcome and even hope to profit by it. Free criticism is after all the essence of democracy. But as well as being free, criticism should be well-informed and constructive. As it is, much of the criticism that one sees is both ill-informed and destructive ....."

"You might think, if you believe all you read, that British Civil Aviation is down and out 'More to be pitied than feared' as an American critic is reported to have said. No one minds if our competitors indulge in wishful thinking ....."

"Let's have a quick look round and see what the position really is. Take the medium and short range types. It is in this class that our aircraft are already equal to if not better than those of the rest of the world.

"Some people do not seem to have a good opinion of the Viking. They are entitled to their opinion, but the fact remains that it is the Viking that is replacing the Dakota on many airline services all over the world ..... The Viking has a much better performance than the Dakota ... passengers are impressed by its comfort and speed .... it does not cost more per aircraft mile to operate than the Dakota .... There is nothing as good as the Viking on medium range services today ....."

/"Now

"Now we come to the more controversial subject of the longer range civil aircraft ..... With our usual habit of self deprecation, we have created the impression that the less that is said about these types (except possibly the way of apology) the better ..... I hope to correct this impression .. [ The B.O.A.C. Lancastrian Service on the long stage Australian route is the fastest long distance service in the world ] ... The first British Air Service to cross the Sahara, involving a desert hop of nearly 1,500 miles, will be introduced by B.O.A.C. in the early autumn with Haltons .... it says much for the reliability of this aircraft that B.O.A.C. who very rightly pay the utmost attention to safety in the operation of their services, have decided to operate the type across the Sahara.

[ "The Tudor has been the target for a great deal of unfair, if not wilfully malicious criticism. What is the true position? I do not deny that there have been delays and difficulties, but they have been much exaggerated. Because of modifications put in at the operators request, the Tudor has gone a long way further towards being a modern luxury liner than was originally intended, but whereas the period normally required for the evolution of a new long-range civil air liner is between 5 and 7 years, it is still only about three years since the Tudor design was put in hand .... There is now every prospect that the improvements introduced will make the Tudor a highly satisfactory aircraft ] .. In its sleeper version the Tudor 1 provided a much higher standard of comfort for the Atlantic service than the D.C.4 M or the Constellation. With seats, instead of bunks, it should compare favourably with the Constellation as regard flight costs, and its initial cost is lower.

[ "Compared with the Skymaster, the Tudor 1 will be faster, will be able to fly over the weather because it is pressurised and will carry a greater reserve of fuel so providing better regularity of service .... I see no reason why the Tudor 1 should not put up a very good show in the North Atlantic. ]

British South American Airways are satisfied with the Tudor IV, their version of the Tudor 1, as it is. They want to put it into operation as soon as they can lay hands on it ....

"It would appear that when those who want to criticise for the sake of criticism are short of ammunition they revert to the good old stand-by --- the purchase of Constellations.



"One day we are accused of failure because American Aircraft have been purchased for the North Atlantic; the next day we are "slated" for not buying more to put on the Empire route .... I myself have no doubt that the Government's decision not to proceed with the scheme to buy Constellations and fit them with British engines was the right one....

"Quite apart from the inroad the scheme would have made into our dollar resources, I am sure it would have been wrong to approve that project .... It is not to be expected that British civil aircraft in general will gain in reputation abroad, and thus play their full part in building up the country's export markets, if we continue to buy American aircraft for our own main line routes.

["Does anybody calling himself an expert seriously believe that world-beating British civil aircraft could have been available so soon after the end of the war .... It would be sheer defeatism to adopt the line suggested by some critics of taking existing aircraft off the routes, cancelling outstanding orders, and buying American aircraft while we concentrate everything on our entirely new designs ..... Competition from American types will be severe, but I am quite sure the Government was right in deciding to face it .... I say "fly British", and you will be glad you did.]