

Good scenes Delta.

SCU. Nose of Delta.

CU. Peter Twiss

S.V. Side Peter Twiss.

S.V. Delta with man
talking on step ladder
to Peter Twiss

S.V. Delta moving man
signing.

S.V. Delta with people
round it.

SCU. Group Captain Spade and
Official.

S.V. Peter Twiss getting
out of Delta
others stand around

Angle V. Pe. T. getting out of
Delta.

CU. Cockpit

F.V. Delta ~~taking off~~
arriving towards camera

L.V. line of smokes in sky
Delta.

CU Two men.

L.V. Delta travelling in
air.

SCU. Three officials

SCU Two different types

SCU Delta fan along nose.

6.29 PM ROYAL CONGRATULATIONS FOR PETER TWISS:

TEST PILOT PETER TWISS, WHO ON SATURDAY IN A FAIREY DELTA TWO SHATTERED THE WORLD AIR SPEED RECORD, SAT ANSWERING QUESTIONS AT A PRESS CONFERENCE IN ONDON TONIGHT. A COPY OF A TELEGRAM FROM THE ROYAL YACHT BRITANNIA WAS HANDED TO HIM.

THE MESSAGE SAID: "THE QUEEN AND THE DUKE OF EDINBURGH WERE MOST INTERESTED TO HEAR OF THE SPLENDID ACHIEVEMENT OF MR PETER TWISS IN THE FAIREY DELTA TWO. PLEASE CONVEY TO HIM AND TO ALL CONCERNED HER MAJESTY'S AND HIS ROYAL HIGHNESS'S SINCERE CONGRATULATIONS."

A CONGRATULATORY TELEGRAM FROM THE PRIME MINISTER READ "WARMEST CONGRATULATIONS TO THE PILOT AND ALL CONCERNED IN THIS BRILLIANT FEAT."

THE MINISTER OF SUPPLY MR REGINALD MAUDLING WAS THERE TO ADD HIS TRIBUTE. HE SAID "THIS AIRCRAFT WAS ORDERED BY THE MINISTRY OF SUPPLY AS PART OF OUR PROGRAMME OF RESEARCH INTO HIGH SPEED FLYING AND WE ARE DELIGHTED WITH THE VERY FINE JOB OF WORK THAT FAIREY'S HAVE MADE IN PRODUCING IT AND DOUBLY DELIGHTED THAT THIS ACHIEVEMENT IS DOING SOMETHING TO FURTHER THE POSITION OF BRITISH AVIATION AS A WHOLE."

THE MINISTER CONTINUED: "WE WHO ARE INTERESTED IN AVIATION KNOW PERFECTLY WELL THAT FOR SOME TIME IN THE LATE 1940'S THIS COUNTRY HAD FALLEN BEHIND IN SUPERSONIC FLIGHT AS A MATTER OF DELIBERATE POLICY, AND WE HAD A GOOD DEAL OF GROUND TO CATCH UP ON, WHAT GIVES ME MORE HEART THAN ANYTHING ELSE IN THIS ACHIEVEMENT IS THAT IT IS EVIDENCE OF THE WAY WE ARE SETTING ABOUT CLOSING THAT GAP AND MAKING UP THE TIME WE LOST AND WE INTEND TO GO ON MAKING UP THAT TIME AND TO GO AHEAD WITH THE SEARCH FOR KNOWLEDGE IN SUPERSONIC FLIGHT."

MR GEOFFREY HALL, ASSISTANT MANAGING DIRECTOR OF FAIREYS SAID: "THE NEW SPEED RECORD IS NOT A STUNT.

THE DELTA TWO HAS BEEN ACHIEVING SPEEDS OF WELL OVER 1,000 M.P.H. DURING ROUTINE DEVELOPMENT FOR SOME MONTHS."

19 - 3

Mr. Stagg

MR. Hoagy

A ETT

8.52.PM ADD DELTA RECORD FLIGHT.

MR TWISS AND ENGINEERS OF THE ROYAL AIRCRAFT ESTABLISHMENT AT FARNBOROUGH AND BOSCOME DOWN WORKED THROUGH THE NIGHT UNTIL 3PM THIS AFTERNOON COMPUTING THE FIGURES. TO COMPLY WITH THE REQUIREMENTS OF THE FEDERATION AERONAUTIQUE INTERNATIONALE THESE INVOLVED A NUMBER OF COMPLEX CALCULATIONS TO ESTABLISH WHETHER THE CONDITIONS LAID DOWN FOR THE SETTING UP OF A WORLD SPEED RECORD WERE IN FACT OBSERVED.

9.0 JK 123 K ZZ 3.26.

T

9.8 PM ADD- DELTA RECORD FLIGHT.

MR TWISS, WHO LIVES AT CROWN COTTAGE, IBSTONE (BERKS) SAID THE ATTEMPT HAD BEEN PLANNED FOR SOME MONTHS AND IT WAS NOT THE FIRST TIME THAT THE AIRCRAFT HAD TRAVELLED AT THIS SPEED. THE RECORD HAD BEEN BROKEN BEFORE BUT UNOFFICIALLY. THE WEATHER CONDITIONS, SAID MR TWISS, COULD NOT HAVE BEEN BETTER AND IT WAS FROM EVERY POINT OF VIEW PERFECT. THEY COULD HAVE NOT HAVE ASKED FOR ANYTHING BETTER, EITHER IN THIS COUNTRY, OR, INDEED, ANY PART OF THE WORLD.

THE AIRCRAFT BEHAVED VERY WELL INDEED AND THE MOST DIFFICULT PART OF THE FLIGHT WAS KEEPING WITH THE 300 FEET HEIGHT BAND. MR TWISS SAID HIS WIFE DID NOT KNOW ABOUT THE ATTEMPT BEFOREHAND. SHE WAS TOLD LAST NIGHT AND WAS VERY PLEASED. ASKED WHY THE RECORD ATTEMPT WAS KEPT SO QUIET, MR TWISS REPLIED "WE WERE ANXIOUS TO BE THE FIRST TO ACHIEVE 1.000 MILES AN HOUR.

S.V. Silent shot *Twiss holding model of Delta*

INTERVIEWS WITH PETER TWISS AND GROUP CAPTAIN SLADE

S.V.

Well, congratulations to both of you, to you Peter Twiss the pilot of the aircraft, and to you Group Captain Slade, the test pilot of the Company.

S.V.

13 What is it like to fly at this fantastic speed. Is it different from ordinary flying?

No, it is not really. The impression you get is very small, and apart from the ~~height~~ you get and the distance from the ground one doesn't know that you are at that speed.

Is it warm?

It depends on the friction and the ever increasing speed.

CH4

CU13 What was your greatest difficulty? What do you have to concentrate on most?

My problem was maintaining the height. *during the actual run, which is required by the rule for obtaining this record, we were*

at 38,000 feet, 7 miles above the surface of the earth and the rules require us to fly at 300 feet over the course. (Something about the latitude they were allowed)

Could you deviate?

No, not much. At the end of the run we were allowed 2,000 feet to turn the plane round.

Did you need much strength?

No physical strenght was required, but there was concentration and one was mentally tired out at the end of the flight.

Any special diet?

I don't drink, I don't smoke and no special food.

What had you been eating?

I had a very early breakfast, and as I was late for breakfast, I had a very hard boiled egg, indeed.

CU

Group Captian Slade, you must be a very proud man as chief organiser of this run. Was it not a long preparation?

It was a long preparation of over three months. It was a --- operation. There was very careful planning from the ground.

How long had Peter Twiss been flying at about 1,000 miles an hour?

For most of that period, since Christmas.

It is the work of how many people, do you think, this record?

Between 70 and 100 principal or senior people and about 200 - 250 people otherwise.

Do you think you were racing against time?

We felt sure that the United States would be making an attempt very shortly.

Thank you Group Captain and congratulations to both of you.

S.V.

13 SV Thank you very much and hearty congratulations to both of you: to you Peter Twiss and to you Group Captain Slade.

SV As you can see this is a 60° pure Delta with very thin wings, the fuselage is very thin. A long tapered nose with a *pilot's seat* which we measure our airstream... *air speed*

The nose tilts down 10° which provides additional view for the pilot for landing.

... here is where the reheated --- operates. --- is mounted on part of the fuselage which holds parachutes for

enclosed under a small canopy which, for reasons of strength in heat, is made mostly of metal.

... are contained round the wheels of the fuselage and --- drag to de-accelerate from high speeds.

THE FAIREY AVIATION COMPANY LTD

CONTRACTORS TO THE BRITISH, DOMINION AND FOREIGN GOVERNMENTS

DIRECTORS

SIR RICHARD FAIREY, M.B.E., Hon.F.R.A.E.S.
CHAIRMAN & MANAGING DIRECTOR
R. T. OUTEN,
DEPUTY CHAIRMAN
L. M. HILTON, D.F.C., A.F.C., A.F.R.A.E.S.
G. W. HALL, A.F.R.A.E.S.
ASSISTANT MANAGING DIRECTORS
M. E. A. WRIGHT, A.F.C., F.R.A.E.S.
W. BROADBENT.
C. H. CHICHESTER SMITH, D.S.C., A.F.R.A.E.S.
R. FAIREY.

London Office:

24, BRUTON ST.,
LONDON, W. 1.

HEAD OFFICE: HAYES, MIDDX.
TEL. HAYES 3800.
WORKS: HAYES, MIDDX.
STOCKPORT, CHESHIRE.
HAMBLE, HANTS.
AERODROMES: WHITE WALTHAM,
BERKSHIRE.
RINGWAY, CHESHIRE.

TELEPHONE: MAYFAIR 8791.
TELEGRAMS: AIRILY, LONDON, TELEX.
TELEX
2-2121 AIRILY, LONDON.

OUR REFERENCE
YOUR REFERENCE

PRESS RELEASE

11th March, 1956

Fairey Delta 2 Smashes World Speed Record

First to exceed 1,000 m.p.h.

The Royal Aero Club this afternoon announced that the Fairey Delta 2, piloted by Mr. Peter Twiss, established a new world speed record of 1,132 m.p.h. (1,822 km.p.h.), (subject to confirmation by the Federation Aeronautique Internationale) on 10th March 1956. The aircraft is powered by a Rolls-Royce Avon jet engine with re-heat.

The Fairey Delta 2 was ordered by the Ministry of Supply for research into the problems of supersonic flight. The new record was achieved in the course of high speed tests for research and development. The F.D.2 is thus the first aeroplane to exceed a speed of 1,000 m.p.h. over a measured course, and in straight and level flight under conditions recognised by the F.A.I. for a world speed record. This exceeds by 308 m.p.h. (37 per cent) the previous record of 824 m.p.h. set up last August by a United States F-100 Super Sabre.

The record runs consisted of two flights over a nine-mile course between Chichester and Ford, Sussex. The first run was made at a speed of 1,117 m.p.h. (1,798 km.p.h.), the second at 1,147 m.p.h. (1,846 km.p.h.), giving an average of 1,132 m.p.h. (1,822 km.p.h.). To calculate such speeds with an accuracy of one one-thousandth of one m.p.h. the most advanced photographic equipment, designed, constructed and operated by technicians of the Ministry of Supply's Royal Aircraft Establishment Farnborough, is now used. Placed at each end of the

/course



course this equipment measured and recorded the speed of the F.D.2 as it flashed by 38,000 ft. ($7\frac{1}{2}$ miles) above. Officials of the Royal Aero Club, representing the F.A.I. in this country, were present throughout.

Radar stations of Fighter Command, Royal Air Force, plotted the flight path of the aircraft and transmitted to the pilot the directional information he required to fly exactly over the sight-line of the cameras at a specified altitude. This required meticulous timing and piloting skill since the aircraft had to be flown within a narrow height band of about 300 ft.

The Fairey Delta 2 took off from the Ministry of Supply Aeroplane and Armament Experimental Establishment, Boscombe Down, Wiltshire, at 11-21 a.m. climbed to 38,000 ft. and made its first run over the course from Chichester to Ford. It turned over the sea in an arc which took in Beachy Head, and started its second run in the opposite direction. The F.D.2 returned to Boscombe Down only 23 minutes later with a new world speed record.

The Fairey Delta 2 is one of the most advanced research aircraft in the world with razor-thin delta wings sweptback sixty degrees on the leading edge, and a needle nose that can be lowered for improved view in landing and taxiing. It was developed at Hayes, Middlesex, by a powerful team led by Mr. G.W. Hall, A.F.R.Ae.S., an Assistant Managing Director of The Fairey Aviation Company.

ISSUED TO THE PRESS BY
DEREK O. THURGOOD
PRESS & PUBLICITY
THE FAIREY AVIATION GROUP OF COMPANIES

BIOGRAPHICAL NOTE ON THE PILOT

Lionel Peter Twiss, D.S.C. and Bar. Test Pilot,
The Fairey Aviation Co. Born 23rd July 1921.

Educated Sherborne School. Joined Naval Air Arm in 1939
serving in catapult ships and later as a night fighter pilot on
intruder operations. Awarded a D.S.C. in June 1942 for convoy
escort work, and later a Bar to this decoration. Night Fighter
Representative, British Air Commission, Washington, U.S.A.,
1943-44. Left the Royal Navy with rank of Lieutenant Commander.
Test Pilot with The Fairey Aviation Company, since 1946.
Awarded The Queen's Commendation for Valuable Service in the Air
in February 1955 when, by a brilliant feat of pilotage, he safely
force-landed the F.D.2 after a fuel system failure.

He has flown more than 140 different types of aeroplane
and has probably piloted more high performance aircraft than any
other Englishman.

Married with one two year old daughter.
