

THE TUDOR MIDDLE.

Britain's drive to lead the world in postwar aviation receives a setback. All plans for the Tudor II here seen on its trials two years ago, are scrapped. Canadian built Canadairs are to replace them.

At the birthplace of the Tudor - the Avro works in Manchester - work on the 45 planes - designed to keep the nation's airways flying British - stops. The machines are condemned as unmitable by the Ministry of Supply. Plans are now in hand for converting the aircraft into freighters. Hampered for three years by Government-in-triplicate, the makers - who designed and built the famous Lancaster bomber, have to start all over again. The nation still pondering on the financial loss involved, now learns that the "Fly British" policy is postponed.

Round windows in the Tudor's original design were replaced by square as modification followed modification. Dozens of alterations made the final test plane 8,000 pounds overweight - thus condemning it at the start. In the courtney report on the Tudor airliner, blame for this middle is mainly settled on B.O.A.C. and the Government. By converting some of the planes into freighters, part of the six million pound loss faced by the taxpayer may be retrieved. That the Tudor range of aircraft is airworthy is proved by these later Tudor models.

Britain now pins her faith on the monster Brabazon soon due for tests. Already the Brabazon has cost twelve million pounds. Control of aircraft production must be tightened now to avoid another serious blow to Britain's air prestige.