

BRITAIN SHOWS NEW 'PLANES

At the fifth post-war show of the Society of British Aircraft Constructors, the "Universal Freighter" shows the shape of cargo-fleets to come. Big enough to hold a double-decker bus, she's one of fifty-eight aircraft exhibited. It's a sign of the times that most new types are military. A life-saving device is built into this Meteor research 'plane, each of whose Sapphire jets is as powerful as four Superfortress engines. Faster-than-sound fighters include the Vickers five-three-five and the single-jet Hawker ten-eighty-one. Protection at sea is promised in every line of the Sea Hawk. What interests "Cats-Eyes" Cunningham? It's radar in the Venom night-fighter. The Sea Fury long-range fighter-bomber would be useful in Korea. For contrast, here's the Viscount turbo-jet airliner, and the mighty Brabazon.

But the world came to see the 'planes take the air. The Fairey Seventeen is an anti-sub 'plane with two engines in one.

John Derry, in the Venom, shows how to roll at speed.

And here's the Canberra - the R.A.F.'s first twin-jet bomber, now in large-scale production for Bomber Command.

For the first time at an S.B.A.C. show, a Lincoln tanker and a Meteor fighter show how aerial refuelling is carried out. Through the hose, kerosene is sucked in at three-hundred gallons a minute - it calls for perfect judgment. Automatic valves seal both ends when the fighter drops speed to uncouple.

Speed is useless without manoeuvrability, and Battle of Britain pilot Zurakowski in the Sapphire Meteor shows that not only British jets but also British airframe designers are years ahead of foreign competitors. Dangerous days demand mastery of the art of war, if we are to develop in security the craft of peace.