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BRITAIN'S AIR PARADE:

FARNBOROUGH:

The 15th annual flying display and exhibition at Farnborough again attracts visitors from all over the world - except the Iron Curtain countries. Lorry-carrying transport, fighters like these delta-wing Javelins, all shapes and sizes of aircraft are on show in this aeronautical show-window.

The delta-wing Vulcan, on the left, and the Valiant, two of our high-speed bombers, are exhibited, but there's no sign of the new P.1. fighter or the wingless "Flying Bedstead" - they're right at the top of the secret list. A new research aircraft is the Short SB.5, which has variable wings. Top attraction is perhaps the Comet III, the newest development of the record-breaking airliner. Standing close by its forerunner, the Comet II.

Now for the flying display. A Vulcan dwarfs the Holland Midge, the world's first light jet fighter.

And there's the Vulcan away. Already this long-range 'plane is in production for Bomber Command. Also on order for the Royal Air Force is the Valiant, a medium bomber.

A Fairey Gannet taxis out. This anti-submarine aircraft, designed for ship-borne operations, is now in service with the Royal Navy.

Now for the helicopters. This is the Bristol 173. About a hundred are on order for the Air Force and the Navy. Now the tiny Sheeters, which has a normal endurance of about three hours. It's a two-seater. Moving up the scale to a 'plane that can carry 76 passengers - the Comet III. Group Captain Cunningham, de Havilland's chief test-pilot, is at the controls.

High above the crowds, a de Havilland 110,. This sleek all-weather fighter is powered by two Rolls Royce Avon Engines.

The little Jet Provost shows its paces. This is the Air Force's standard jet trainer.

Now the Fairey Delta, the 'plane with a tail like a paint-scraper. This little aircraft has been built to investigate the properties of delta wing designs. And here's the Midge in action.

Now the Comets - Marks II and III. Nearest camera is the Comet III. Now that intensive research seems to have solved the riddles of the Comet I crashes, it's hoped these pioneer airliners will soon be back in action. Meanwhile, the Comet II has yet to go into service. Nevertheless, the Comet III a supreme example of British design and craftsmanship, is scheduled to fly the world's air routes within two years.