

Feb 17 -

PATHE NEWS

GF/TB

**J. Hanson, Esq.,
Messrs. British Movietone, Ltd.,
7, Great Russell Street,
London, W.C.1.**

6th February, 1960

Dear Mr. Hanson,

This will confirm our telephone conversation with your office this morning when we requested a copy of the H.M.S. Victoria material.

We also confirm that this material will not be released before February 17th.

**Yours sincerely,
ASSOCIATED BRITISH-PATHE LIMITED.**

**GRACE FIRD
NEWS EDITOR
PATHE NEWS**

60-15.

**Copies to:
Mr. N. Roper.
Miss M. Fungally.
Mr. H. Wynder.**

Blackburn NA.39 deck trials

The first ever deck-landing trials of Britain's latest atom bomber - the Blackburn NA.39 low-level, strike aircraft - have been successfully completed on the aircraft carrier H.M.S. "Victorious". The NA.39, designed by forty year old Barry Laight and his team of technicians, was described in the Editorial of "Flight" only ten days ago as being "still unrivalled, even in America". The Ministry of Defence has stated that "in the low-level role, the NA.39 is ahead of any other aircraft in the world."

By flying low this bomber can penetrate beneath the enemy radar curtain whereas high-flying aircraft can be detected by radar and destroyed by missiles.

The NA.39 is unique because it is the only aircraft in production specifically designed to withstand the rigours of high-speed, low-level flying. Conventional aircraft in low-level turbulence have a limited life due to fatigue, but the NA.39 has great strength, stiffness and a long operating life.

H.M.S. "Victorious" sailed from Portsmouth Harbour for these important trials and the full range of weather conditions were experienced, from gales to flat calm.

The initial landing and launching were made in the seventh aircraft (serial number XK.523) by Lt.Cdr. Derek Whitehead, Chief Test Pilot of Blackburns with Flight Observer Mike Bailey of the same Company in the rear seat. This aircraft was flown direct from the Company's test airfield, Holme-on-Spalding Moor in East Yorkshire, to H.M.S. "Victorious" in the English Channel.

Shortly afterwards the fourth aircraft (serial number XK.489) flew out from the Aeroplane and Armament Experimental Establishment at Boscombe Down and was landed on by Cdr. P. Price, the Commanding Officer of 'C' Squadron, Boscombe Down, with Flight Observer Ernie Lack of Blackburns in the rear seat.

Other pilots who took part in the trials were Lt.Cdr. T.C. Evans, 'C' Squadron, Boscombe Down and Lt.Cdr. E.R. Anson, a Royal Navy pilot on loan to Blackburns. Lt. Walsh of the Royal Navy flew as Observer in the rear seat on some of the tests.

It is now 21 months since the first NA.39 flew and to carry out deck trials with two aircraft in that time scale is most satisfactory: thirty take-offs and landings were completed in $3\frac{1}{2}$ days development flying.

Landing

The Blackburn NA.39 aircraft makes its approach to the carrier with wheels and hook down, the flaps and ailerons drooped, boundary layer blowing on and the air brakes open. For so sophisticated an aeroplane the approach speed is unusually low due to boundary layer blowing. High-speed air from the jet engines is blown from slits in the leading edge of the wings as well as forward of the ailerons and flaps and from the leading edge of the tail plane. This speeds up the boundary layer air relative to the wing surface and artificially increases the lift thus lowering the stalling speed. As the two de Havilland "Gyron Junior" engines are at full power to supply the blowing air, the air brakes at the rear of the fuselage are opened wide to provide drag in order to counteract the thrust.

Stowage

On the deck the wings and nose of the aircraft fold and the air brakes open to their full extent in order that this relatively large aircraft can descend into the hangar on the lift. The normal overall length of 62ft-4 ins. is reduced to 50ft-7 ins. and the wing span of 42ft-6 ins. becomes a folded width of 20ft-0 ins..

Take-off

When ranged on deck the NA.39 is positioned on either the port or starboard steam catapults and attached to that mechanism by a launching strop and a hold-back. The flaps and ailerons are drooped with blowing on, the air brakes shut and with full engine power, the aircraft is

launched down the catapult. Flying speed is achieved in a very short distance and when clear of the deck the launching strop falls into the sea.

Performance

All performance details are still secret but it is known that the NA.39 can carry nuclear or conventional weapons. Weapon delivery can be completed by the latest toss-bombing technique.

OFFICE - Brough 121
HOME - Ferriby 87221

M.G.K. BYRNE
PUBLICITY MANAGER,
BLACKBURN AIRCRAFT LIMITED.

February, 1960.

Blackburn NA.39 deck trials

Film sequences

Camera man:- David Samuelson of British Movietone News Limited;

Footage:- 3,100 35 m.m.

H.M.S. "Victorious" leaves Portsmouth Harbour.

First landing of an NA.39 (aircraft No. 523) after first doing four 'rollers'. The pilot is Blackburn Aircraft Company's Chief Test Pilot, Derek Whitehead with Flight Observer Mike Bailey. The aircraft flew direct from Yorkshire to the carrier in the English Channel. Goes down a lift.

Derek Whitehead (in survival suit) watches first landing of aircraft No. 489, which arrives from Boscombe Down.

489 lands piloted by Boscombe Down Test Pilot Cdr. Price with Blackburn Flight Observer Ernie Lack.

Note for recognition: 489 has nose probe, 523 has not.

Forty year old Mr. B. (Barry) P. Laight, Chief Designer of the NA.39 watches the landings.

Mr. B.P. Laight with Derek Whitehead.

Derek Whitehead gets into cockpit.

Various launchings and landings. Men standing by mirror sight.

Scenes in Flying Control during a landing. With telephone is the ship's Commander Air, Cdr. J.D. Treacher, D.S.C.

Scenes on the Compass Platform during a launching. In the 'arm chair' is the Captain of the "Victorious", Cpt. H.R.B. Jarvvin.

Scenes from helicopter during launchings and landings. Launching strop splashes into sea after take-off.

Aircraft struck down into the hangar.

Preparations for take-off. Aircraft brought onto deck, starting up,

Lt.Cdr. Evans climbs into 489, Whitehead into 523.

Launchings and landings, 489 first.

Cont'd.....

Scenes in the Crew Room. Whitehead marks-up the total number of landings to date. Conference among the pilots, standing left to right: Cdr. Price, Lt.Cdr. Evans and Derek Whitehead. Boffins compare notes, Observers check strain gauge readings.

Scenes in the Ward Room, including Lt.Cdr. Anson missing from Crew Room pilots' picture.

Servicing in the Hangar.

The Captain of the "Victorious", Cpt. H.R.B. Janvrin and the Flag Officer Aircraft Carriers (FOAC) V. Adml. C.L.G. Evans, D.S.O., D.S.C., C.B., talk to Whitehead.

The high-light of the trials, the launch of two NA.39.

F.O.A.C., V.Adml. Evans watches launchings from the Admirals Bridge.

Final take-offs and departures of both aircraft, including fly-past and roll by Derek Whitehead.