

MANAGING EDITOR

G. J. Christopher Paul

EDITOR

Edward Shacklady

EDITORIAL OFFICE

19 Park Lane, London, W1  
Telephone: GROsvenor 1530 and 1382

ADVERTISEMENT MANAGER

Derek Merson

2 Breams Buildings, London EC4  
Telephone: HOLborn 5708

PROPRIETORS

*Air League of the British Empire*  
Londonderry House,  
19 Park Lane, London W1  
Telephone: GROsvenor 1530 and 1382

---

**Contents**

These Types are at Farnborough—300  
World Air News—304  
Register Review—312  
Aviation Bookshelf—313  
The de Havilland Dove—317  
The Vickers F.B.16—322  
Spotter's Notebook—325  
Farnborough Directory—between pages  
312 and 313

**This Month's Cover**

*The only new design at Farnborough this year is the Avro 748 feeder-liner. We acknowledge with grateful thanks the generous gesture of the Avro Company for the donation of the colour half-tone blocks, and the transparency from which the half-tones were made.*

---

*Air Pictorial* is published monthly by Rolls House Publishing Co. Ltd., Rolls House, Brems Buildings, London, E.C.4.  
Annual subscription £1 2s. 6d. sterling. \$3.50 U.S.A. and Canada.  
Single copies post free 1s. 9d. in U.K., 2s. Overseas. 30 cents U.S.A. and Canada.

# AIR PICTORIAL

## FARNBOROUGH 1960

"I HAVE NOT the smallest molecule of faith in aerial navigation other than ballooning" so wrote Lord Kelvin in 1896, as Charles Gibbs-Smith reminds us in his outstanding new historical survey.\* Lord Kelvin was far too great a scientist for his stature to be in any way diminished by evidence in 1960 that his assessment made in 1896 was wrong. The important fact today is that such a great man could be so wrong. It is also significant, that the early aviators who first proved him wrong were, in the main, distinguished, less for their academic qualifications than for their vision, and their burning indestructible faith in the future of flying.

Farnborough 1960 represents a milestone in British aviation. It marks the completion of the principal moves in the rationalisation of the manufacturing side of the industry; and a Government decision to support new types of big transport aircraft. The D.H.121, the Argosy, and the Vickers VC.10 and Super VC.10 were specifically mentioned by the Minister in a statement in Parliament on 11th July. This is splendid news. But many people are already looking beyond the current range of subsonic and runway-based transports. In April this year the Air League's Committee, headed by Sir Miles Thomas, issued its report,† which amongst other recommendations said:

"In the long-term long-range field, we believe that a supersonic airliner with a speed of Mach 3, that takes off and lands vertically instead of on a wheeled undercarriage, should be developed as rapidly as possible, both for civil and military use."

It is well known that studies on a supersonic airliner have been in progress for a long time. No doubt a considerable part of the study has been devoted to the feasibility of speeds a good deal higher than are possible with either current structural materials, or with current runway-using designs. The sum of money involved, much of it public money, is likely to reinforce arguments which have no doubt been developed against too big a leap ahead. But to develop a supersonic transport which is too slow and too late compared with our competitors could be even more costly in the end. It is this sort of decision that requires the kind of vision and indestructible faith, without which the magnificent aircraft on view at Farnborough in 1960 could never have existed; and without which Lord Kelvin could quite possibly have been right.

\* *The Aeroplane, an historical survey*, by Charles H. Gibbs-Smith, published for the Science Museum by H.M. Stationery Office, price £1 15s. 0d.

† *The Future of British Air Transport*, published by the Air League, Londonderry House, 19 Park Lane, London, W.1 (free on application).