



# AIR PICTORIAL

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## Contents

Farnborough Report . . .	306
Farnborough Check List . . .	311
World Air News . . .	312
Dear Sir . . .	316
Dan-Air History . . .	319
U.S.A.F. Unit History . . .	322
Douglas Dauntless . . .	325
Between the Wars . . .	329
No. 38 Group, R.A.F. . . .	330
Piper Twin Comanche . . .	332
Your Questions Answered . . .	335
Register Review . . .	336
Airport Movements . . .	338
Aviation Bookshelf . . .	340

**COVER: A Hawker Siddeley Buccaneer S.2 (two Rolls-Royce Spey RB.168s) demonstrates its "under the radar" low-level flying capability. The S.2 will enter service with the Royal Navy towards the end of this year.**

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## After Farnborough

ELSEWHERE IN THIS ISSUE we comment upon Farnborough and one of the principal points to emerge is disappointment at the apparently slow progress towards providing the Flying Services with front-line aircraft which are not tied to prepared surfaces. During the display, quite the most impressive and efficient item in the flying was the Combined Services demonstration of the capture of a landing strip, and its use to bring in men and weapons. Modern aircraft exist (the P.1127) which prove that in future, assaults of this nature can become unnecessary; the rapid and energetic development of VTOL aircraft, both for fighting and transport, is imperative.

Britain has led the way in this particular development, and there is no reason to suppose that British aircraft constructors, given the opportunity, cannot produce the goods in other directions as well. For example, it seems to us to demonstrate an astonishing lack of faith in our own designers and technicians to seek the Fleet Air Arm's front-line equipment in the U.S.A. This is not in any way to decry the American product; but surely for a nation so dependent as ours upon manufacture and export, any order of this magnitude placed abroad is the finest possible advertisement for our foreign rivals, and a denial to our own scientists and designers of the basic food upon which all technical advance and leadership grow. We have already ordered helicopters in quantity abroad; and another impending Government decision relates to the Shackleton replacement. B.O.A.C. in recent statements have shown that their preference for British products is less marked than many people could hope. Too much of this, and the skills upon which one of our best export industries exists could begin to disappear.

Farnborough this year, as in the past, has shown that the products of the British aircraft industry are second to none. Many people this month will be examining the intentions of the political parties towards aviation; and in particular they will look for an increased determination to spend British money on British aircraft.

## B.O.A.C.

IT IS UNFORTUNATE that the opening of the S.B.A.C. Farnborough Show coincided with renewed headlines concerning B.O.A.C. The Government decision that the corporation must operate as a commercial undertaking has again been emphasised. The issue has already become entangled with the potential profitability, or otherwise, of the VC10, and it has been argued that the Government decision on commercial operation could absolve B.O.A.C., if they so desired, from any obligations to buy British.

B.O.A.C. is British; its standards of operation are unsurpassed; what it does is remarked upon world-wide, and affects British prestige everywhere. It seems to us, therefore, that B.O.A.C. has an inescapable moral obligation not only to buy British, but to demonstrate to the world that it *pays* to do so.

*A new view of the BAC TSR-2 at Boscombe Down. First flight was imminent when we went to press*

