

Aircraft Exhibition at Radlett Aerodrome

THE Society of British Aircraft Constructors recently held a flying display and static exhibition of aircraft, aero-engines, equipment and materials at the Radlett Aerodrome of Handley Page, Ltd. It was intended to appeal primarily to foreign and overseas users, and included both fighting service and civil machines. It was the first opportunity that the aircraft industry has had of displaying the progress that has been made during the war years, and the way in which the knowledge gained is being applied to the problems of civil air transport. More than 6,000 guests representing aviation in forty different countries attended, and it is already announced that the Avro Company has secured foreign orders worth some £2 millions and Messrs. de Havilland some £3 millions. A target of £16 millions in the next three years is confidently expected to be reached.

Fifty-five different types of aircraft were exhibited, ranging from a small two-three seat run-about of 1,500 lb. gross weight to a four-engined trans-Atlantic air-liner of 80,000 lb. The jet-propelled machines included a new Vickers-Armstrong E/10/44 Spiteful, with a speed of more than 600 m.p.h. with full military load. Equally fast was a new tailless jet-powered monoplane with swept-back wings, built by the de Havilland Aircraft Co. as an experimental model of the large aircraft of the future. One large four-engined experimental aircraft had a mixed power plant of two jet units and two piston engines driving airscrews. A helicopter demonstrated its ability to hover completely stationary over the aerodrome at the will of the pilot.

The most outstanding feature of the whole show was the way in which the lessons learnt during the War are being applied to air transport. For strategical reasons the British aircraft industry concentrated on the development of combat aircraft, while the production of transport aircraft was allotted to the United States. As a result Great Britain, although it lacks practice in heavy transport work, has accumulated experience in high-speed flight, including the use of the internal combustion turbine and jet propulsion, and also upon the principles of production. This is having a profound influence on both the design and competitive cost of the new civil aircraft coming forward.

Engineering at Dundee: Prof. W. T. Marshall

DR. W. T. MARSHALL has been appointed to the chair of Engineering at University College, Dundee. Dr. Marshall, who was born in 1907, received his early education at Westminster City School and later at the City and Guilds College, Imperial College of Science and Technology, at South Kensington. While at South Kensington he obtained, in 1928 and 1929, his degree of B.Sc. (Eng.) with first-class honours, the A.C.G.I., D.I.C. and, in 1939, Ph.D. On leaving College he had some five years experience with the British Reinforced Concrete Engineering Co. as reinforced concrete designer and afterwards further experience as engineering assistant with Messrs. F. A. Macdonald and Partners, of Glasgow, where he was mainly engaged on the design and construction of road bridges.

Later he returned to the City and Guilds College for nine years as lecturer in civil engineering, and during that time he was engaged on a number of Government researches (including 'Fido'). Immedi-

ately before this present appointment, Dr. Marshall was for one year technical officer to the Institution of Structural Engineers. He is a member of that Institution and an associate member of the Institution of Civil Engineers. Numerous publications on various problems in the theory and design of structures stand to his credit. Dr. Marshall will therefore bring to the chair a wide knowledge of teaching, research and practical experience.

British Iron and Steel Research Association: Mr. W. C. Fahie

MR. W. C. FAHIE, who joined the British Iron and Steel Research Association on March 1, has recently been appointed head of the Instrument Section in the Physics Department. Mr. Fahie took a degree in experimental and mathematical physics at University College, Dublin, where he later carried out research on the electrical measurement of short time intervals, band spectrum analysis and various applications of thermionic devices. He was commissioned in the R.A.F. on the outbreak of war and served as a signals officer in the Middle East, Malta and France. He was seconded to the American Air Force as signals planner for the invasion of Europe and was later signals planner in Combined Airborne Force Headquarters, where he served until the termination of the War.

Royal Commission on Awards to Inventors

THE Royal Commission on Awards to Inventors, under the chairmanship of Lord Justice Cohen, has been set up as an independent tribunal to investigate the claims of inventors who allege that their inventions, drawings or processes have been used by Government Departments and Allied Governments during the War. The terms of reference, rules of procedure, and general instructions to claimants are contained in a pamphlet entitled "Royal Commission on Awards to Inventors 1946" (London: H.M. Stationery Office. 2d. net). This Commission follows the general lines of that set up in 1919 after the First World War, and a pamphlet entitled "Statement of the Principles Governing Assessment of Compensation Adopted by the 1919 Royal Commission on Awards to Inventors" has also been issued by the Stationery Office (6d. net).

The deputy chairman of the Commission is Mr. Kenneth Swan, K.C., and other members of the Commission are experts on different subjects. Thus Sir George Lee and Sir William Stanier are well-known engineers, Sir John Greenly is the chairman of Messrs. Babcock and Wilcox, Dr. G. M. Bennett was until recently professor of chemistry at King's College, London, and is now the Government Chemist, and Sir James Rae is the representative from the Treasury. Other eminent men of science and engineers will be co-opted to the Commission, depending upon the nature of the case to be heard. The secretary of the Commission is at present Mr. R. G. Lloyd, a member of the Patent Bar. Communications intended for the Commission should be addressed to the Secretary, Royal Commission on Awards to Inventors, Somerset House, Strand, W.C.2.

Revue d'Hématologie

A NEW JOURNAL devoted to blood, blood groups and blood transfusion is welcome. The *Revue d'Hématologie*, of which the first number has recently appeared, is the organ of the Research Laboratory