

FUTURE OF THE AIRCRAFT INDUSTRY IN BRITAIN

IN a statement regarding the Government's future policy for research and development in the aircraft industry made in the House of Commons on May 13, the Minister of Supply, Mr. Aubrey Jones, said that, like the aircraft industries of other countries, the British industry has from its early days been supported by work done in Government establishments in connexion with defence and has developed with the help of Government contracts for research, development and production. Although the current reduction in defence demands will inevitably entail some contraction in the size of the industry, the Government will continue, as necessary, to sponsor and finance aeronautical research and development to meet defence requirements for aircraft and guided weapons. The industry has also been making a valuable contribution to the general economy of the country and to technological progress, and it has received material help from research undertaken under Government auspices primarily for defence purposes. So long as the achievements of the industry justify the expenditure, the Government intends to continue to make a financial contribution to aeronautical research in the field of civil transport, where this is not already covered by defence research.

The Government expects that the industry will progressively assume financial liability for this research, but considers it is also necessary for the industry to reorganize itself to meet the changed conditions and ensure that, in general, the industry is able increasingly to finance the development of

new civil projects without Government assistance. The Government will, however, be prepared to consider individual applications for development assistance on their merits. Amplifying this, Mr. Jones said that research is being undertaken into the possibility of a supersonic civil transport, and if the research develops to a point where an aircraft manufacturer begins to develop a selected design, the Government will consider, in the light of circumstances then obtaining, the possibility of a Government contribution.

The Royal Aircraft Establishment at Farnborough will continue research for military and civil aircraft, both manned and unmanned, and into subsonic as well as supersonic flight. The broad intention is to continue aeronautical research on about the present scale, and Mr. Jones emphasized that the demand for military aircraft is subsiding, but that hitherto military and civil research has been conducted as a whole. As civil research becomes more and more identifiable, the cost of that research will in course of time be passed on to the industry, although the research may still be conducted in a Government establishment. There are no grants to specific firms; the practice has been to contribute to the development of a civil aircraft and thereafter to exact a levy on the sales of that aircraft. Investment in normal aircraft on the part of the Government will cease, but when it comes to future aircraft embodying a great technological advance, the Government will consider the possibility of some help in the light of the particular circumstances.

THE ROYAL AERONAUTICAL SOCIETY

AWARDS FOR 1957-58

THE following awards have been made by the Royal Aeronautical Society: Honorary Fellowship to Sir Richard Southwell and Honorary Companionship to Mr. W. E. Nixon; *The Society's Gold Medal* (the highest honour the Society can confer) to Sir Sydney Camm, director and chief designer, Hawker Aircraft, Ltd., for his outstanding achievements in aircraft design and development; *The Society's Silver Medal* to Dr. P. B. Walker, Air-worthiness Department, Royal Aircraft Establishment, Farnborough, for his distinguished contributions to aircraft structural integrity; *The Society's Bronze Medal* to Dr. D. Williams, for his contributions to the theory of aeroelasticity; *The British Gold Medal for Aeronautics*, to Mr. S. D. Davies, managing director, Dowty Fuel Systems, Ltd., for his outstanding practical work in the design and development of delta-winged aircraft; *The British Silver Medal for Aeronautics* to Mr. W. H. Lindsey and Mr. W. F. Saxton, both of Armstrong Siddeley Motors, Ltd., for their practical contributions to the development of aircraft gas turbines; *The Wakefield Gold Medal* to Mr. W. Tye, chief technical officer, Air Registration Board, for his great contribution to the air-worthiness of British civil aircraft; *The R. P. Alston Medal* to Mrs. Anne Burns, Structures Department, Royal Air-

craft Establishment, Farnborough, for her practical contributions to aircraft safety as a flight test observer; *The N. E. Rowe Medal* to Mr. P. A. Champion, of Bristol Aircraft, Ltd., for his paper on the design of supersonic wind tunnels; *The Simms Gold Medal* to Mr. L. F. Nicholson, head of the Aerodynamics Department at the Royal Aircraft Establishment, Farnborough, for his paper on engine-airframe integration; *The George Taylor (Australia) Gold Medal* to Mr. R. L. Lickley and Mr. L. P. Twiss for their paper, "The Fairey Delta 2" (Mr. Lickley, formerly professor of aircraft design at the College of Aeronautics, Cranfield, is now technical director of the Fairey Aviation Company, Ltd. Mr. Twiss is chief test pilot of the Fairey Aviation Company, Ltd., and was the holder, during March 1956-December 1957, of the world speed record of 1,132 m.p.h. in the Fairey Delta 2); *The Edward Busk Memorial Prize* to Dr. D. Kuchemann, a senior principal scientific officer at the Royal Aircraft Establishment, Farnborough, for his paper on methods of reducing the transonic drag of swept-back wings at zero lift; *The Orville Wright Prize* to Prof. A. R. Collar, professor of aeronautical engineering in the University of Bristol, for his paper, "On the Stability of Accelerated Motion—Some Thoughts on Linear Differential