

# development engineer

(autoflight)

BEA's continuing expansion has created this new post at Head Office, Ruislip, Middlesex, for a member of a small team responsible for the specification, design, development, and testing of automatic flight control systems, as well as instruments systems and flight deck layout.

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Salary will be in the range £1836-£2522 (including London Weighting) with excellent working conditions, including opportunities for holiday air travel.



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BEA Engineering Base  
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THE AERONAUTICAL JOURNAL OF THE ROYAL AERONAUTICAL SOCIETY] 5

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Applicants should have a degree or equivalent qualification in engineering, science or mathematics, be aged 24 to 30 years and have a minimum of 3 years experience in Research or a Company design/aerodynamics office.

**OTHER VACANCIES exist for engineers/scientists to work on ACOUSTICS, ACOUSTIC FATIGUE.**

Please write giving a brief resume of your qualifications and experience to:—

**Dr. Anthony J. Barrett,  
Director,  
Engineering Sciences Data Unit,  
Royal Aeronautical Society,  
251-9 Regent Street,  
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The bursaries will be of the value of £530 to £730, according to circumstances, plus College (but not University) fees.

Further information, and forms of application, which must be returned by 18 May 1970, may be obtained from the Registrar, Imperial College, London, S.W.7.

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Application forms and further details obtainable from the Registrar, Queen Mary College, Mile End Road, London, E.1, to be returned by 1 May 1970.

The Aeronautical Journal RAeS April 1970

**TYMMS, SIR FREDERICK**

**ICAO—Its Origin and Development. A Personal View.**

*Marking the 25th anniversary of the signing of the Chicago Convention, the paper recalls some of the features of the Conference itself and the development of international policies in the years preceding it. Neither a history nor an up to date account of ICAO's activities, the paper examines certain selected features of the Convention, of international air law, of the policies of the member States and of the work of ICAO, which appear to the author to be of particular significance.*

*Significant variations between the Chicago Convention and preceding Conventions are examined and assessed.*

The Aeronautical Journal RAeS April 1970

**KINGS NORTON, LORD**

**The Pictures of the "Three Favorite Aerial Travellers"**

*A description of the engravings of Mr. Vincent Lunardi, Mrs. Sage and G. Biggin, Esq., making an ascent in Mr. Lunardi's new balloon "Favorite" in 1785.*

The Aeronautical Journal RAeS April 1970

**Altitude Testing of Turbojet Engines**

*An All-Day Symposium held on 20th November 1969. Papers were presented by:—R. M. Hartley and J. Boal, "Use of an Altitude Test Facility in Engine Development"; A. A. Woodfield, "Thrust Measurement in Flight". (The first 3 papers given were published in the March Journal.) These papers are followed by a general discussion.*

The Aeronautical Journal RAeS April 1970

**VENN, J. and FLOWER, J. W.**

**Shock Patterns for Simple Caret Wings**

*The elegant idea that led to the caret wing neatly bypassed the complex equations governing flow at hypersonic speeds, and produced a simple flow pattern with a shock in the plane of its leading edges. The necessity to consider off-design conditions reintroduces these equations, and various suggestions have been made about the resulting shock shapes.*

*This report surveys the whole range of conditions for all caret wings, illustrates where exact solutions are possible, and presents a comprehensive picture of what the shock pattern must be. The picture is continuous and differentiates between theoretical solutions of the "strong" type that are not considered to be tenable, and those of the "weak" type that are.*

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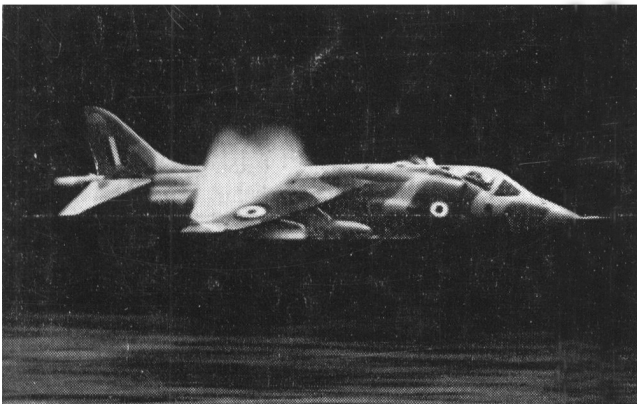
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