6th Sept. 1955 -

Farnborough. And the heavy rain couldn't mar the enthusiasm of preview day visitors as they reviewed a year of aviation achievement. Lookang the Fairey F.D.2 (with its swordfish nose).

While it rained, the Static Aircraft Exhibition, the Static Aircraft Exhibition, the Static Aircraft Exhibition, the statistical interest for the air-minded.

But, as always, the main ettraction of this Show, organised by the Society of British Aircraft Constructors was the flying display. Here's the "Victor" - a four-jet bomber - now in super-priority production for the R.A.F.

Everyone wented to see the Olympus-engined Canberra - the machine that recently raised the world altitude record to nearly twelve-and-a-half miles...

While the appearance of high-speed swept-wing jet-fighters reasourest reasoured onlookers that Britain's Air Force is not lacking high-performance machines...

Anthony Eden - who arrived in modern style - on a fact-finding investigation.

In recent years, the helicopter has played an ever-increasing role in out National life. And in keeping with this trend, the Fairey Jet "Gyrodyne" can function either as a helicopter or an autogiro...

Another Fairey product is the new Ultra Light Helicopter - which recently made its initial flight. Designed primarily for army observation - it's cabin position gives an unobstructed field of vision...

In this jet age of increasing speed - Britain is also improving her aviation safety standards. At Chalegrove, near Oxford, Squadron-Leader Fifield prepares to parachute from an aircraft - at ground level.

The plane, a two-seater Meteor jet moves along the runway. On reaching

take-off speed (about 150 miles per hour) the flyer operates his automatic ejector seat.

The parachute opens - and he floats unbarmed, to earth - the first men to make an ejector seat escape - at ground level.