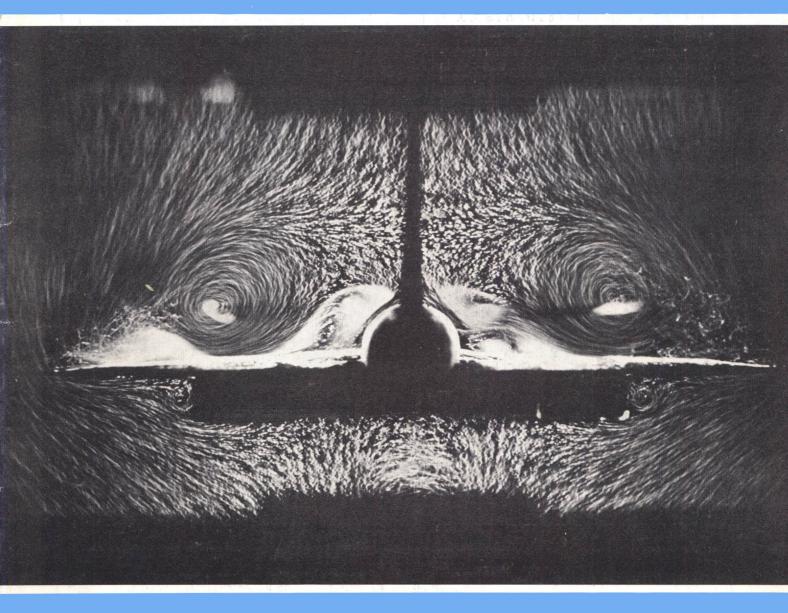
**AUGUST 1973** 





# THE ROYAL AERONAUTICAL SOCIETY

https://doi.org/10.1017/S0001924000049277 Published online by Cambridge University Press

## CIVIL AVIATION AUTHORITY AIRWORTHINESS DIVISION

invites applications for the following posts

## Aircraft Design Surveyor

The work will involve assistance in a wide range of duties including the development of requirements for future types of aircraft, the analysis of flight recorder data and research work for airworthiness purposes.

The work will be located at Redhill. Applicants should be about 30 years old. An engineering degree or an equivalent will probably be expected.

Experience should preferably include several years experience in the aircraft industry, probably in work having a practical flight or aerodynamic association.

The salary is expected to be from £3000.

#### Aircraft Structural/Materials Engineer

The post will entail preparation of requirements and assessment of aircraft parts in relation to design, testing and maintenance inspections with particular regard to fatigue. The applicant should also have a sound knowledge of the characteristics and treatment of conventional aircraft materials and a sufficient background to understand the likely problems with new materials.

The work will be located at Redhill.

An engineering degree or an equivalent is essential.

Some years of aeronautical experience is essential.

Salary will be in accordance with theoretical knowledge and experience and is expected to be from £3500.

#### **Engine Surveyor**

The work will be in connection with the airworthiness of civil aircraft engines e.g. certification, manufacture, modification, maintenance and defect investigation.

The work will be based at Redhill or one of the CAA area offices at Derby, Bristol or London (Heathrow) Airport.

Applicants should be aged 30 to 40 years preferably.

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Not less than 10 years experience is sought in the development, manufacture, inspection and/or maintenance of aircraft engines.

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The Helicopter Association of Great Britain Published Monthly

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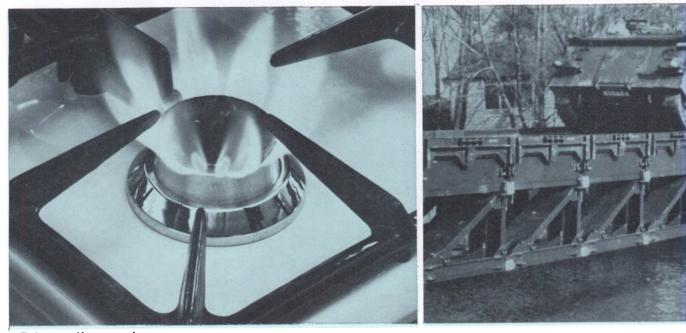
**Cover picture:** The traditional aspect of aero-dynamics is exemplified by the illustration of the flow around a Concorde model, taken in an ONERA hydrodynamic tunnel shown on the cover. Prof. P. R. Owen of the Imperial College of Science and Technology examined some of the lesser known aspects of the subject in the Fifteenth Lanchester Memorial Lecture which appears in this issue.



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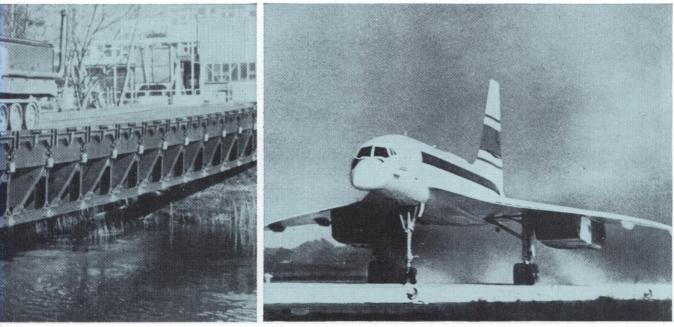


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