Force; occasionally Mr. Bergerhaut, who since October 1st has taken over technical sales and liaison for the company; and Major "Fritz" Vyzelaar, who is Service acceptance pilot at Fokkers (and was for some time liaison pilot with Glosters). In addition to these a few Dutch pilots have had a ride and Italian and Argentinian test pilots have sampled the controls.

Having brought myself up to date on the aircraft and associated matters the time came to prepare for a flight. The machine had been signed out but was still in the hangar and the weather was obviously deteriorating. First Sonderman showed me around the cockpit. The blind-flying panels are one electrical and one suction-operated—as a guard against power-supply failure.

On each side of the cockpit are dual power and air brake levers. The power levers carry the gun-sight controls and press-to-transmit buttons. Lined up on separate panels in front of the instruments are electric switches (port) and fuses (starboard).

Both pilots can reach the levers and controls on the central pedestal; these operate wheels and flaps, hood jettisoning—which is possible with safety down to approach speeds—high- and low-pressure fuel cocks, and control locking linked with the H.P. cock. The relatively few dials are indicated in the diagram. The brake levers are found on the sticks, and both seat position and rudder reach are readily adjustable.

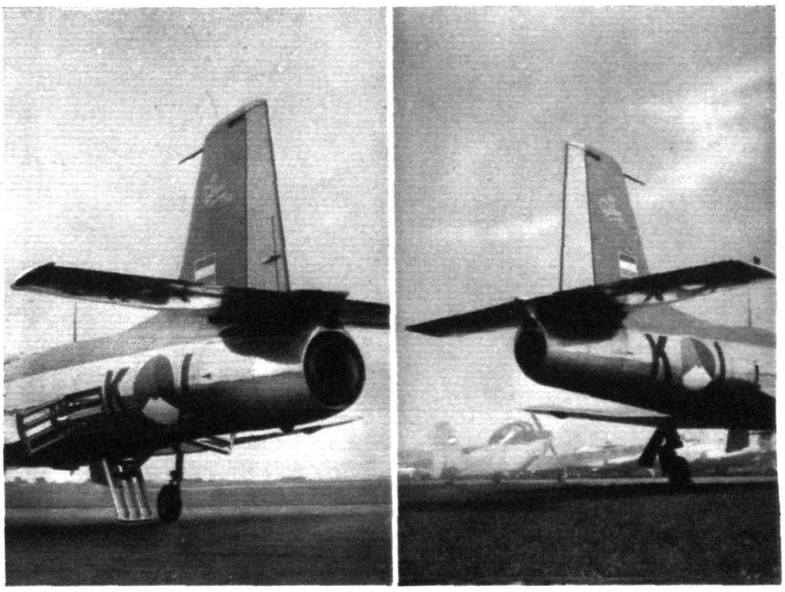
The main undercarriage selector lever has three positions: up, down, and locked. For normal operation, up and down are all that are required, but in the event of a failure, emergency operation is obtained either by gravity or with the aid of the emergency air system. The main lever is first moved to down, then the emergency system operated, finally by bringing the main lever to the full back or locked position the spring-loaded down lock pins are forced into the lock position. To raise the wheels on the ground in emergency a red emergency unlocking lever is pressed down and then the undercarriage selected up on the main lever.

Between the pilots' seats are a few other controls, namely, those for cockpit heating, screen de-icing and screen demisting, and others giving emergency oxygen. Here also are found lighting rheostats, radio volume controls, ground/flight switch and more electrics.

After the examination of the aircraft, we returned to the test pilots' offices and checked again with Meteo, only to learn that there would be no improvement until after dark and that fog was forecast for the evening. The only thing to do was to wait until the next day—or perhaps . . . How thick was this stuff, anyway? Met. didn't know? Let's get up there right away and tell them.

As the S.14 was pushed out into the gloom, the rain started.

We jumped into suits, Mae Wests and then the aircraft. Chutes, dinghies, harness, and helmet were hitched up, main and emergency oxygen supplies and head sets connected, and the pins pulled out of our ejector seats. The power-operated canopy



On the left is the tail of the S.14 Nene with larger jet-pipe, modified lines, and new three-section lattice-type air brakes extended. For comparison the earlier S.14 Derwent tail is illustrated on the right.

KEY TO COCKPIT LAYOUT (1)

(1 and 2) Switch and warning light for fuel pressure, (3 and 9) Brackets for instrument panel and gun-sights, (4) Engine-speed indicator, (5) Jet-pipe temperature, (6) Radio compass, (7) u/c position indicator, (8) Rudder trim-tab indicator, (10) Rudder trim-tab switch, (11) Hood-locking warning light, (12) Flaps warning light, (13) u/c and dive-brake warning light, (14) Machmeter, (15) Air-speed indicator, (16) Gyro horizon (electric), (17) Climb indicator, (18) Oil-pressure indicator, (19) Tuner radio compass, (20) Clock, (21) Air-speed indicator, (22) Gyro horizon (vacuum) (23) Climb and dive indicator, (24) u/c emergency pressure indicator, (25) Radio controls, (26) Sensitive altimeter, (27) Gyrosyn compass, (28) Turn-and-bank indicator (electric), (29) Push-button fire-extinguisher installation, (30) Engine fire warning light, (31) Pneumatic system pressure, (32) Accelerometer, (33) Fuel contents gauge, port, (34) Fuel contents gauge, starboard, (35) Brake pressure indicator, (36) Fuel contents switch, (37) Deleted (early radio panel replaced by oxygen regulator, (38) Suction gauge, (39) Free air temperature, (40) Sensitive altimeter, (41) Static-pressure selector valve, (42) Directional gyro, (43) Turn-and-bank indicator (vacuum), (44) Engine data, (45) Elevator trim-tab control, (46) Elevator trim-tab position indicator, (47) Flap control, (48) u/c emergency control, (49) u/c control, (50) Hood jettison control, (51) u/c lock over-ride control, (52) Control pedestal, (53) L.P. fuel shut-off cocks, (54) H.P. fuel cock with re-light switch, (55) Hood locking control, (56) Control surfaces locking lever, (57) Hood operating switch, (58) Catch for hood locking control, (59 and 63) Instructor's and Pupil's control columns carrying brake levers and firing buttons, (60 and 61) Oxygen panel and regulators, (62 and 64) Rudder pedal adjustments, (65) Hot-air spray or windscreen heating, (66) Air brake controls, (67) Power levers carrying gun-sight controls and press-to-transmit buttons, (68) Map cases for both pilots. Electrical panels: (A) Oil pressure, (B) Vibrator, (C) Starter safety switch, (D and E) Booster pumps, port and starboard, (F) Starter push-button, (G) Turn and slip, (H) Navigation lights, (K and L) Fuel pressure lights, port and starboard, (M) Fuel contents, (N) Generator (power-failure light), (O) Signal light, (P) Isolating-valve switch and warning light, (Q) Landing-light switch, (R) V.H.F. switch, (S) A. D. F. switch, (T and U) Radio compass, (V) Gyro-compass and horizon, (W and X) Pitot heating and warning light, (Y) Cockpit light, (Z) Reserve switch, (AA) Intercom. muting, (AB) Fuses.