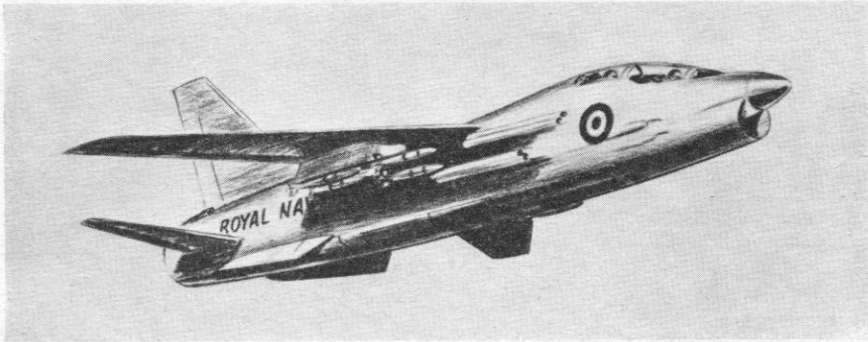


## World Air News



Artist's impression of the two-seat Crusader, powered by a Rolls-Royce Spey, being offered to the Royal Navy by Short Bros.

### Supersonic transports

TRANS WORLD AIRLINES have placed an order for four BAC/Sud Concorde and have also put down a second deposit for the projected U.S.-built supersonic transport, raising their order for the latter from six to ten machines.

Shortly after this order was announced, Middle East Airlines placed an order for two Concorde, and Northwest Airlines put down a deposit for four American S.S.T.'s.

BOAC and Air France each have six Concorde production positions reserved for them, and Panair do Brasil are reported to have taken an option on three. Other Concorde orders are from Pan American (6), American Airlines (4) and Continental (3), making a total of thirty-four aircraft ordered or on option.

With a recent deposit from Alitalia for three U.S. supersonic transports, and Japan Air Lines' interest in five, the American S.S.T. potential order book totals forty-five, other reservations being from American Airlines (6), Pan Am (15), Flying Tiger (2), and those mentioned above.

### Short Crusader

Short Brothers & Harland are offering the Royal Navy a new version of the Crusader naval strike aircraft, developed in conjunction with the Chance Vought Corporation. The new aircraft, which

*G-ASGA (c/n. 851), the first Vickers Super VC10, and the first of thirty for BOAC, is nearing completion at Weybridge*

would be mainly of British manufacture, has provision for two crew and would be powered by a Rolls-Royce Spey.

The Short Crusader would offer high supersonic speed in level flight and would also be suitable for sea-level strikes, with an exceptionally good radius of action. Weapons would include missiles, rockets or bombs. This versatility would enable

the Crusader to detect and destroy low-altitude targets in all weathers and also to attack ground targets.

Shorts consider that several other navies would be interested in the improved two-seat version of the aircraft. Present arrangements with Chance Vought allow for British manufacture for export orders to many countries. The Crusader is already on order for the French Navy.

### British Eagle and Starways

British Eagle International Airlines, whose history is recorded in this issue, have just acquired control of Starways, the Liverpool-based independent. Starways—with three DC-3s, three DC-4s and two Viscounts—will continue to operate as a separate company but their route pattern will be integrated with that of British Eagle.

### TSR-2 orders

Speaking in the House of Commons on 20th November, the Minister of Aviation, Mr. Julian Amery, indicated that "100 or more" BAC TSR-2s would be built, for operational service, in the mid-1960s. He also confirmed that orders for the initial batch of thirty for the R.A.F. had now been placed; the first contract, as reported last month, is for twenty development and pre-production machines.

### Argentine "Skyvan"

DINFIA, the Argentine's state-owned aircraft company, are developing a twin-turboprop light transport comparable with the Short Turbo-Skyvan. Designated I.A.52, it will be powered by two 560-s.h.p. Turboméca Astazou IIs and will carry eighteen passengers or 4,190 lb. of freight. Dimensions are 65 ft. 6 in. span, and 44 ft. 9 in. length, and maximum take-off weight will be 11,460 lb.

