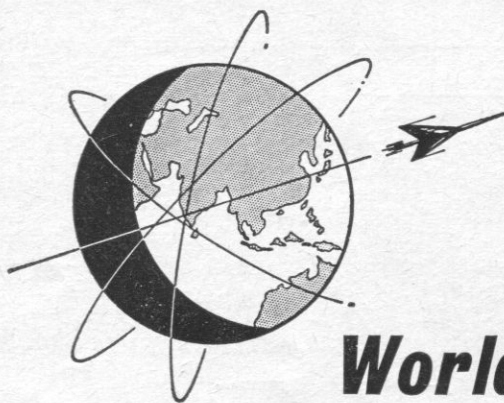




LEFT: Hughes OH-6As, developed for the U.S. Army "LOH" competition. RIGHT: Wessex Mk. 52s for the Iraqi A.F.



## World Air News

### Concorde for Qantas

QANTAS HAVE MADE a "substantial down-payment" for four BAC/Sud Concorde, representing a firm undertaking to purchase—which becomes invalid only if the aircraft fails to meet the criteria laid down for payload, range, price, etc. Provided the aircraft meets these criteria, the airline must proceed with the contract or pay a specified penalty.

A spokesman for the manufacturers states: "This is the significant difference between the orders for Concord and those for the projected American supersonic transport. In entering into our agreements with airlines, we as manufacturers are giving assurances of performance and cost, and this is why we feel we have the right to insist that the customer be bound contractually. The agreements with F.A.A.,

since they relate to an aircraft as yet undefined and for which no manufacturer has yet been selected, are necessarily much less binding on both sides and give the customer the right to recover his down-payment at his own discretion and without penalty at any time between now and the end of 1965."

The Qantas aircraft will be delivered from the British assembly line at Filton, near Bristol, one of two parallel Concord assembly lines now being laid down (the other is at Toulouse in France). Qantas have been given the 15th, 18th, 20th and 21st delivery positions on the British assembly line (30th, 36th, 40th and 42nd in the overall Concord assembly programme).

Concord orders now total 43. The others are B.O.A.C. (8), Air France (8), Pan

*Hamburger's HFB 320 Hansa is expected to fly shortly. Behind the prototype, in the assembly hangar at Finkenwerder, is a Spanish A.F. C.A.S.A.201 Alcotan; C.A.S.A. are taking part in the HFB 320 programme*



American World Airways (6), Continental Airlines (3), American Airlines (6), Trans World Airlines (6), and Middle East Airlines (2).

### Hughes "LOH"

The first Hughes OH-6A light observation helicopter (LOH) was handed over to the U.S. Army on 31st January and is now at Fort Rucker where it will be competing with the Bell OH-4A and Hillier OH-5A (see March issue, page 70). Powered by a 250-h.p. Allison T-63 turbine, the four-seat OH-6A has attained a speed of over 160 m.p.h. and at full gross weight has a cruising speed of 145 m.p.h. Rate of climb at full gross weight is 2,000 ft./min. Weight of the machine empty is 1,070 lb. and gross overload weight is 2,700 lb.

### Wessex contracts

The first three Westland Wessex Mk. 52s out of a total of twelve ordered for the Iraqi Air Force set off on their delivery flight from Yeovil to Baghdad on 7th April. Powered by two 1,350-s.h.p. Bristol Siddeley H.1200 Gnomes, the Wessex Mk. 52 has an outstanding tropical performance and can carry sixteen fully equipped troops. The remaining nine aircraft will be delivered this year.

Westland's have recently received an order for two Wessex Mk. 53s for the Ghana Air Force, which is already operating Gnome-engined Whirlwinds.

### Italian civil aircraft

Civil Air Board records show that on 1st August 1963 the total number of civil aircraft registered in Italy was 868, including 375 in the private transport category, and 340 powered aircraft and 134 gliders owned by aero clubs. The number of helicopters was 47.

### HFB 320 Hansa progress

Assembly of the prototype Hamburger Flugzeugbau HFB 320 Hansa (registered D-CHFB) was completed on 18th March, and the first flight of the aircraft is now imminent. The aircraft is powered by two 2,850-lb. s.t. General Electric CJ 610-1s and will be able to operate from 4,500-ft. airfields and cruise at over 500 m.p.h.

Various interior arrangements are available to seat from four to twelve passengers.

Dimensions are 47 ft. 4 in. span, 54 ft. 6 in. length, and 15 ft. 7½ in. height; the swing has a forward sweep of 15 deg. at quarter-chord. Weight empty is 9,745 lb. and maximum take-off weight 18,100 lb. Range with reserves is 1,840 miles. Nine HFB 320s have already been ordered, five for the U.S.A., three by Western European countries, and one by the Anglo-American Corpn. in South Africa.

#### Ryan XV-5A

The U.S. Army's experimental Ryan XV-5A, first of a proposed new generation of subsonic V/STOL aircraft, was rolled out at San Diego on 26th February and has now been taken to Edwards A.F.B. for flight-testing. The aircraft (serial 62-4506) is the first of two built by Ryan under contract to General Electric (developer of the machine's lift-fan propulsion system) for the U.S. Army Transportation Command. Details of the XV-5A, together with a drawing of its propulsion system, were published in the February 1962 issue, page 42.

#### Saab-105 for Swedish A.F.

The Swedish Air Force has received government authorisation to order 130 Saab-105 twin-jet trainers and light-attack aircraft; deliveries will start in November 1965. Production aircraft, to be designated Sk 60 in military service, will be powered by two Turboméca Aubisque engines, each developing 1,650-lb. thrust instead of 1,540 lb. as in the prototype; top speed will be 480 m.p.h. and maximum range 1,120 miles. As a light-attack aircraft, the Saab-105 will be used primarily to support Army forces in the North and the Navy along the coastline.

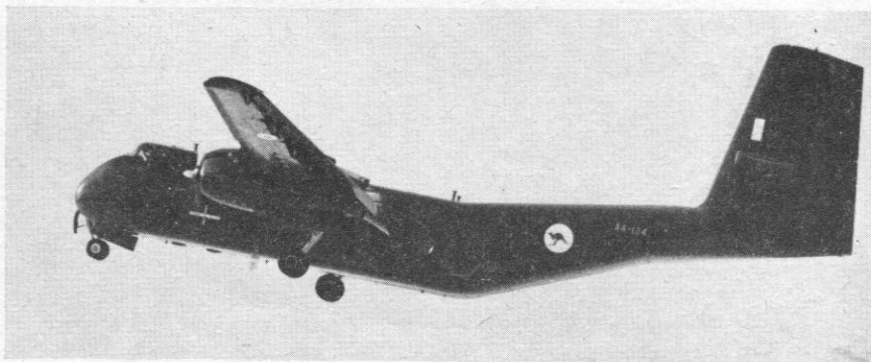
#### Argentine projects

The I.A.55 now being developed by the Argentine DINFIA organisation for the counter-insurgency role will be powered by a Turboméca Astazou turboprop and will cruise at about 250 m.p.h. It will be able to carry a variety of weapons, including cannon, rockets, and bombs. Two versions have been offered to the Argentine A.F., and if all goes well the machine will be in production by mid-1965.

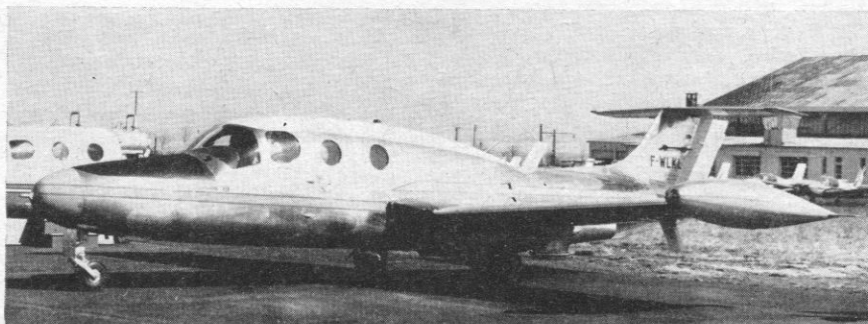
The I.A.53 is now known to be the designation given to the Cessna 182 which is shortly to be produced in Argentina under licence. The I.A.51 is an all-metal development of the I.A.46, powered by a 150-h.p. Continental O-320; first prototype is registered LV-X-26.

#### Tripartite V/STOL Squadron

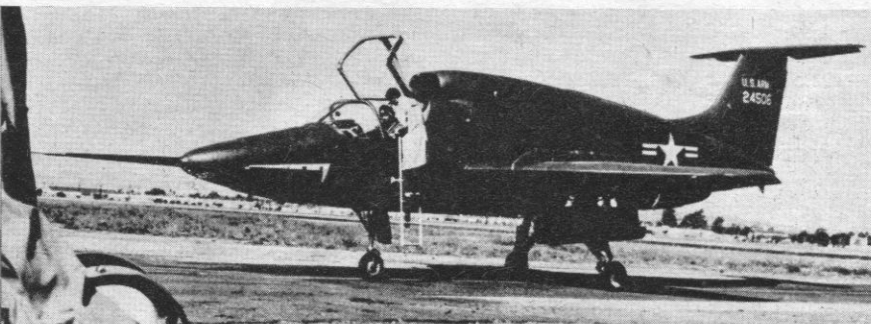
The world's first V/STOL fighter squadron, equipped with Hawker Siddeley P.1127s, will be formed at the turn of the year at R.A.F. West Raynham, Norfolk, former home of the Central Fighter Establishment. Commanding Officer will be W/Cdr. D. M. Scrimgeour, R.A.F. Some of the representatives of the other two participating countries, Germany and the



*The first three of eighteen DHC-4 Caribou for the R.A.A.F. have now been delivered to No. 38 Squadron at Richmond (A4-134 illustrated)*



*The prototype S.E.E.M.S. 760C Paris III (registered F-WLKL), six-seat development of the Paris II, made its first flight on 28th February*



*ABOVE: Due to fly shortly, the Ryan XV-5A lift-fan V/STOL aircraft is here being checked at San Diego, before going to Edwards A.F.B.*

*BELOW: A recent shot of the prototype Saab-105. The Swedish A.F. has ordered 130 with more powerful (1,650-lb. s.t.) Turboméca Aubisque engines*





A 400-h.p. Lycoming gives the Piper Comanche a notable boost, the Model 400 (developed from the 250) having a top speed of 223 m.p.h.

## World Air News . . .

U.S.A., have now arrived in Britain. Purpose of the squadron will be to evaluate new operational tactics made possible by the British breakthrough in jet vertical take-off and landing with the P.1127.

The first of the nine P.1127s to be used by the squadron (XS688) has already flown (see front cover); this is the seventh P.1127 to be produced. The other eight aircraft for the tripartite squadron are now following on from the production line.

Latest pilot to carry out the conversion course on the aircraft is Maj. J. K. Campbell, U.S.A.F. A U.S. Navy pilot now in England, Lt.-Cmdr. J. J. Tyson Jr., will join the flying programme later. W/Cdr. Scrimgeour will have two Deputy Commanders—Col. G. F. Barkhorn of the Federal Republic of Germany, and Lt.-Col. Lowell Solt of the U.S. Army.

### More R.C.A.F. transports

Sixteen Lockheed C-130E Hercules transports have been ordered for the R.C.A.F., for delivery in the autumn of 1965. The aircraft will be used by No. 435 Squadron at Namao near Edmonton, No. 436 Squadron at Downsview near Toronto, and by the O.T.U. at Trenton, Ontario. The C-130E can carry 10,000 lb. more payload than the C-130B with 1,000 miles greater range. The R.C.A.F. already has four C-130Bs, at present participating in the U.N. airlift to Cyprus. Now with 435 Squadron, they will eventually be

transferred to No. 408 (which has just given up its Lancasters, the last in the R.C.A.F.) and will move to Rivers, Manitoba, for long-range reconnaissance and Army training duties.

The R.C.A.F. is also to have four more DHC-4 Caribou transports, bringing its total to nine.

### Third Buccaneer squadron

The Royal Navy's third Buccaneer squadron, No. 800, was commissioned at R.N.A.S. Lossiemouth on 19th March. After working-up, the squadron will embark on H.M.S. *Eagle*. The two earlier Buccaneer units are Nos. 801 and 809 Squadrons.

### Argosy 200 flies

The first Hawker Siddeley Argosy Series 200 freighter made its first flight from Bitteswell on 11th March. This aircraft, the first of a batch of ten now being built at Coventry, is basically similar to the Series 100 but has a new multiple load-path wing which reduces all-up weight, giving an increase in payload and range. The Series 200 can carry loads of 31,000 lb. over stage lengths of 250 statute miles, or 20,000 lb. over stages up to 1,160 statute miles, with full reserves.

A new variant of the Series 200 is to be made available to customer requirements. Known as the Argosy 220, it is structurally identical to the Series 200, but will be powered by four Rolls-Royce Dart 526H engines. Take-off weight will

increase to 93,000 lb.; the range with maximum payload (31,000 lb.) increases to 500 statute miles; and cruising speed will be 285 m.p.h. compared with the Series 200's 276 m.p.h. B.E.A. plans to buy five Argosy 220s.

### One-Eleven orders

Mohawk Airlines have ordered their fifth B.A.C. One-Eleven, and have an option to buy two more. All three U.S. airlines which so far have bought the One-Eleven have thus increased their original orders: American Airlines increased their order from fifteen to twenty-five in February and Braniff International Airways increased their order to fourteen in the same month. Total number of One-Elevens now sold is seventy-three.

### Kuwait Airways

Kuwait Airways' first service to Europe was inaugurated on 2nd March, one of the airline's two Comet 4Cs arriving at London (Heathrow) that day, *via* Beirut and Geneva; Paris and Frankfurt are also covered by the new service. Present fleet includes three Viscounts; on order are two Tridents for delivery in 1965, and three One-Elevens for delivery in 1966.

### U.S.A.F. to quit Sculthorpe

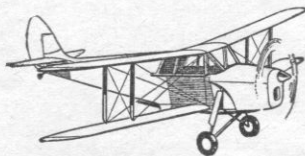
U.S.A.F. activities at R.A.F. Sculthorpe, Norfolk, will cease on 1st July and the base will be returned to the R.A.F. U.S.A.F. units have been at Sculthorpe since 1949, when it was established as a base for rotational Strategic Air Command bombers. In 1952 it became a tactical base for light bombers of the 3rd Air Force.

The chief mission of the base recently has been to support the 420th Air Refueling Squadron. In November 1963 it was announced that this squadron would be disbanded.

### U.S. Navy "COIN" type

The U.S. Bureau of Naval Weapons has invited tenders from some twenty American aircraft manufacturers for a small ground-attack counter-insurgency aircraft. The manufacturers have been asked to quote for 200 and 300 aircraft.

## PERFORMANCE KITS



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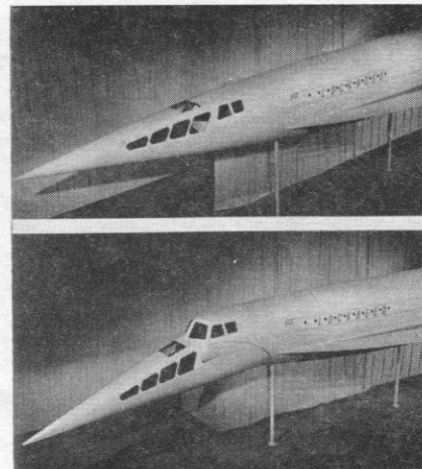
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Lockheed's method of improving pilot vision for taking off and landing their CL-823 supersonic transport will be to droop the "snoot" 15 deg., uncovering a secondary windscreen. Compare with Concord photos in April issue



AIR PICTORIAL