

# World Air News

## Improved Concord

BRITISH AIRCRAFT CORPORATION and Sud Aviation have announced important improvements in the Concord airliner. Basically these improvements have been made possible by development of the Bristol/S.N.E.C.M.A. Olympus engine, which will give greater thrust (35,000 lb. instead of 32,000 lb.) for take-off and for cruise with the same maximum nacelle cross-section.

To make the most of this greater power, the airframe manufacturers have decided to increase the wing area by 15½ per cent. This will give the Concord better take-off and landing characteristics and will also increase the fuel capacity. Main changes are as follows:

	Developed Concord	Preliminary design
Length overall	184 ft. 2 in.	170 ft.
Wingspan	83 ft. 10 in.	77 ft.
Max. take-off weight	326,000 lb.	286,000 lb.
Zero fuel weight	165,000 lb.	151,000 lb.
Max. landing weight	200,000 lb.	175,000 lb.
Max. payload	26,000 lb.	20,000 lb.

Both the wing span and chord have been increased by just over 7½ per cent and the fin area has been increased by 7½ per cent.

The Concord will now be bigger, carrying up to 118 passengers instead of 100, and will have longer range with larger fuel reserves, which will be ample for London and Paris to New York services with the bigger payload. The improved Concord has also been designed with

potential for future development and with an insurance tolerance against any adverse factors such as an increase in drag or in specific fuel consumption which may be encountered.

The details of weights, payloads, etc. given apply to the Concord in long-range use. The improvements can, however, be turned to considerable advantage on medium-haul routes by an extension of the fuselage. This would enable the payloads to be significantly increased in almost

direct proportion to the reduction in sector fuel requirements.

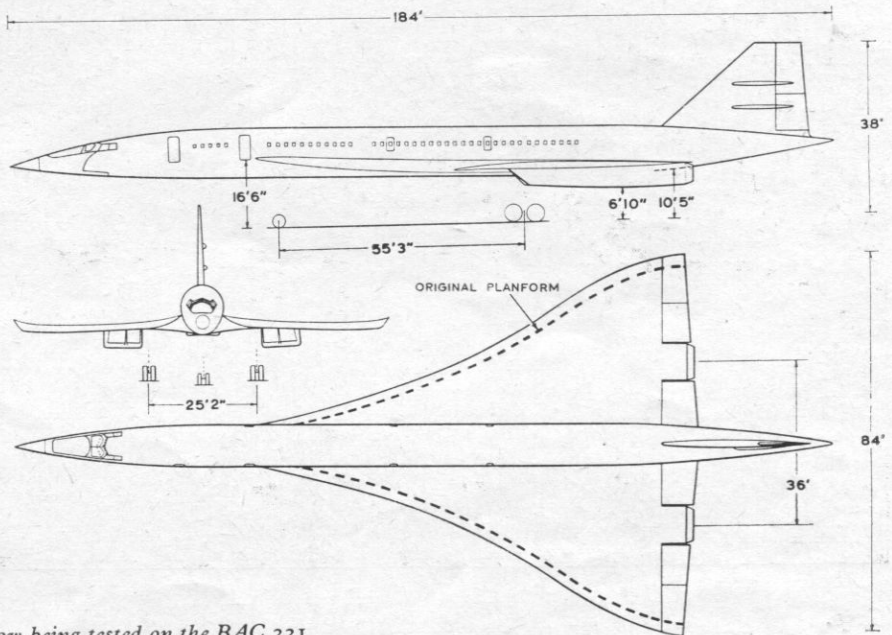
Despite all these developments, the Concord is still scheduled to fly in 1967 and enter service in 1971.

## Sky Scooter

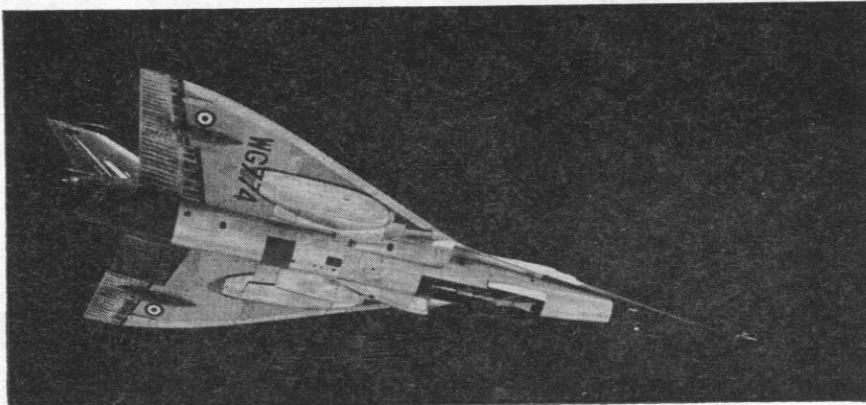
The Model 211 Sky Scooter two-seat trainer/sports aircraft produced by the Tubular Aircraft Products Co. of Los Angeles, California, has now been certificated by the F.A.A. and initial deliveries will be made later this year. Designed by John Thorp—to “put the fun back into flying”—the Sky Scooter is of all-metal construction and is powered by a 100-h.p. Continental. Dimensions are 25 ft. span, 18 ft. length and the machine weighs 733 lb. empty and 1,270 lb. loaded. Top speed is 135 m.p.h., cruising speed 120 m.p.h., stalling speed 44 m.p.h., and range 480 miles.

## Kuwait buys T.A.A.K.

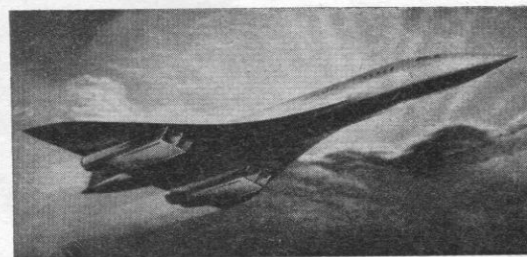
Kuwait Airways have purchased Trans-Arabian Airways Kuwait, a private air operator previously owned by Sheikh Duwajj Al Salman Al Sabah and sons. With its fleet of three DC-6Bs, T.A.A.K.



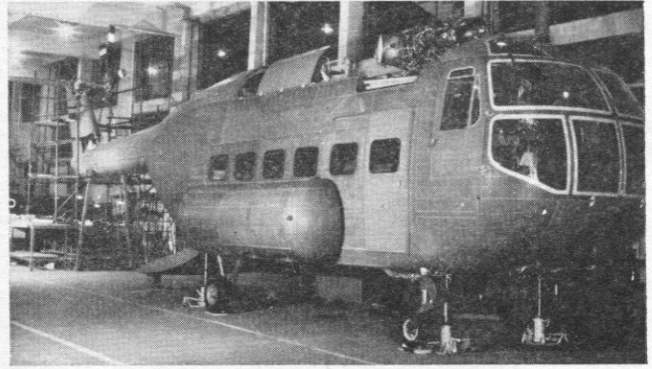
The Concord's wing shape is now being tested on the BAC 221



ABOVE: Three-view drawing of the improved Concord, with the earlier wing shown dotted; length has been increased by 14 ft. 2 in. BELOW: Impression of the improved Concord



AIR PICTORIAL



LEFT: Model 211 Sky Scooter. RIGHT: Almost complete, the prototype Agusta AZ 101G helicopter is powered by three 1,250-s.h.p. Bristol Siddeley Gnomes and is being developed for anti-submarine, transport and various civil roles

have been operating regular services within the Middle East and to Europe. These services and the three aircraft will now be integrated with those of the Government-owned Kuwait Airways, whose own fleet at present consists of two Comet 4Cs and three Viscounts.

#### D.H. Canada Buffalo

The de Havilland Canada DHC-5 Buffalo, a twin-turboprop development of the DHC-4 Caribou (originally designated Caribou Mk. II), made its first flight on 9th April from Downsview Airport. The machine (serial 63-13686) is the first of four prototypes being built under a U.S.-Canadian cost-sharing agreement and will be delivered to the U.S. Army early in 1965 for evaluation in the STOL tactical transport role; the Buffalo is also to be offered as a civil transport.

Powered by two 2,850-e.s.h.p. General Electric T64s with reversible-pitch propellers, the Buffalo can equal the Caribou's STOL performance while carrying a greater payload (10,630 lb. maximum). Cruising range is over 1,300 miles and ferry range over 3,000 miles. The military Buffalo can carry forty-one fully equipped troops, while the civil version will seat up to forty-four passengers. Span is 96 ft., length 77.3 ft., and height 28.7 ft.; the machine weighs 23,370 lb. empty and 38,000 lb. loaded.

#### Japanese military plans

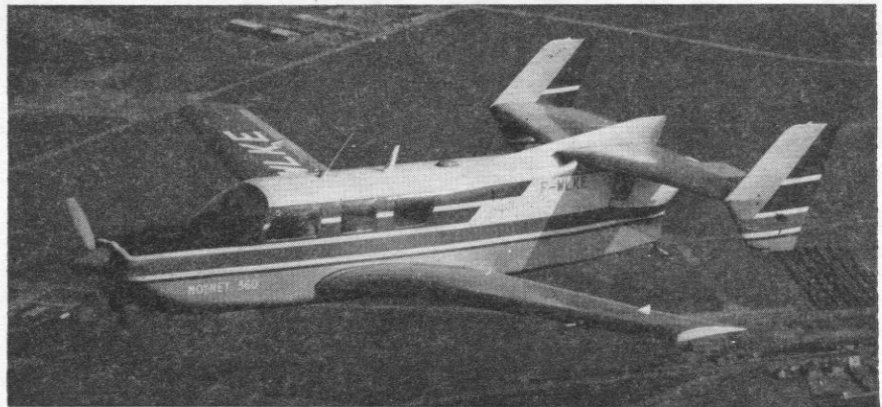
During the next financial year over 120 aircraft will be purchased for the Japanese Self Defence Services: *Air S.D.F.*—seventy Lockheed F-104Js, four N.A.M.C. YS-11s, two Sikorsky S-62s; *Maritime S.D.F.*—ten Sikorsky HSS-2s, three Lockheed P2V-7s, six Fuji KM-2s, nine Beech Model 65 Queenairs; *Ground S.D.F.*—five Bell OH-13s and twelve Bell HU-1Bs. Total strength of all three air arms is at present about 1,700 aircraft.

#### Russia first with S.S.T.?

The first supersonic transport to fly will probably be Russian, not British/French or American, thinks John Stack, Vice-President and Director of Engineering of the Republic Aviation Corporation. The Russians, he points out, already have in



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The Matra-Moynet 360 Jupiter, powered by two 200-h.p. Lycoming engines, is here being tested with its front engine stopped

operational status a large four-engine, delta-wing jet bomber ("Bounder", see July 1962 issue, page 208) capable of low supersonic cruise flight—around Mach 1.8—and judging from past Soviet practice, it could be readily modified to a supersonic airliner.

Mr. Stack said that this could be a relatively cheap aircraft for the Russians to produce, at least for a supersonic transport. The "low supersonic" speed means that it can be made of aluminium rather than titanium. Furthermore, an S.S.T. of this type would be suitable for the Soviet airways system, since the major cities in

the Russian industrial heartland are some 1,000 miles apart; the S.S.T. programme for the U.S.A. however, has established 2,000 miles as the "most practical" distance.

#### Royal Navy Phantoms

It is reported that the McDonnell Phantom IIs ordered for the Royal Navy (April issue, page 98) will, in addition to being powered by Rolls-Royce Speys, incorporate drooping ailerons and increased wing area, to make them suitable for British carriers. Although acceptable for H.M.S. *Ark Royal* and *Eagle*, Britain's





*Proving that the "youngsters" can take it as well as W.W.II Fortresses, this Boeing B-52H flew for five hours and made a successful landing, on 10th January, after losing most of its 40-ft. fin and rudder. The aircraft was carrying out a "low-level test mission" at the time*

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two largest carriers, the Phantom may prove difficult to operate from the smaller *Hermes* which is, however, about to undergo an extensive refit. The R.N. Phantoms, to be designated F-4Js, are not required in service until 1967.

Several other countries have recently expressed interest in the Phantom, including West Germany and Australia. The R.A.A.F., it is reported, may adopt the Phantom as an interim replacement for its Canberras instead of Boeing B-47s, as originally intended, pending the arrival of the General Dynamics F-111A (TFX).

### T-2B Buckeyes for U.S.N.

North American Aviation's Columbus Division has received an order from the U.S. Navy for ten T-2B Buckeye jet trainers. The T-2B is an advanced version of the T-2A with a top speed of 540 m.p.h. and is powered by two 3,000-lb. s.t. Pratt and Whitney J-60 jet engines in place of the earlier type's single J-34. It is expected that the T-2Bs will be assigned to the Naval Air Basic Training Command with headquarters at Pensacola, Florida.

### Fairchild F-27 orders

Fairchild Stratos Corporation have sold five more F-27s: four forty-passenger F-27As to Pacific Air Lines; and one F-27F executive version to the Scott Paper Company of Philadelphia. Pacific Air Lines, based at San Francisco, will now have ten F-27s in its twenty-aircraft fleet.

Fairchild's F-27 sales now total 107, and the company expects that production will continue well through the 1960s; Fokker in Holland plan to continue Friendship manufacture until 1968 at least.

### Siskin wanted

To complete an exhibit of fighter-type aircraft used by the R.C.A.F. through the 1920s to the present day, the R.C.A.F. is attempting to locate one of the Siskin biplanes that were introduced into service in May 1929. Ten Siskins were purchased

by the R.C.A.F. and all but one have been accounted for. Aircraft number "A-26" was sold by War Assets in September 1946: however, there is no record of who purchased the aircraft.

Anyone knowing the whereabouts of this Siskin, or of Siskin spares, is requested to advise the Staff Officer for Public Relations, Air Defence Command, R.C.A.F. Station St. Hubert, Que., or write to the Directorate of Public Relations at Air Force Headquarters in Ottawa.

## NEWS IN BRIEF

The Belgian A.F. has formed a new transport flight within No. 15 Wing, Melsbroek, with five ex-Sabena S-58 helicopters.

Fairchild Stratos have taken over the Hiller Aircraft Co. The helicopter firm will, however, continue to operate under its own name.

Britain and France are exploring the possibility of jointly producing an advanced military jet trainer. A speed of Mach 2

and attack capability are believed to be requirements.

Paraguay's Ministry of Defence is to order three Hiller EC2s for the Army.

Cathay Pacific Airways have purchased a second Convair 880M, for delivery in October.

The North Korean A.F. is now estimated to have a strength of 700 aircraft, mainly MiG-17s and Il-28s, but also including some MiG-21s.

Douglas delivered their 200th DC-8, an all-cargo DC-8F for United Air Lines on 12th March.

Bonanza Air Lines have ordered three Douglas DC-9s. Previous orders for the DC-9 include fifteen for Delta and six for Trans-Canada.

Two Hawker Siddeley Andovers are expected to join the Middle East Communications Squadron at Khormaksar, Aden, before the end of this year.

The next Paris Air Show will be held at Le Bourget on 11th-20th June 1965.

Nitto Airlines, the Japanese domestic operator, have ordered one Nord 262. It is reported that Nitto are soon to merge with two other companies to form "Japan Domestic Airways".

The London Gliding Club are holding their annual gliding carnival and an "old-tyme" air display at Dunstable on Sunday, 21st June.

The Somali Republic, with the assistance of Alitalia, has formed its own airline, Somali Airlines, based at Mogadishu and operating three DC-3s.

Potez 93 is the designation of a fifty-passenger jet airliner project. Powerplant consists of two rear-mounted Rolls-Royce Speys.

The Italian Piaggio firm has been reorganised. Aviation activities are now being handled by a separate company, Industrie Aeronautiche e Meccaniche Rinaldo Piaggio S.p.A.

British Skydiving Ltd. have opened a civilian sport-parachuting centre at Thruxton Aerodrome, near Andover, Hants.

*The North American T-2B twin-engined version of the T-2A Buckeye*

