

Scott Furlong Predator

MAKING ITS FIRST public appearance on 19th September during the R.A.F. Battle of Britain display at Biggin Hill, the prototype Scott Furlong Predator supersonic V/STOL two-seat fighter-bomber (XS341) has been seen again recently, several times — on television. Associated TeleVision's series "The Plane Makers" was resumed on 20th October and the Scott Furlong company, having produced the Sovereign jet airliner last winter, has now, evidently, turned to the military field.

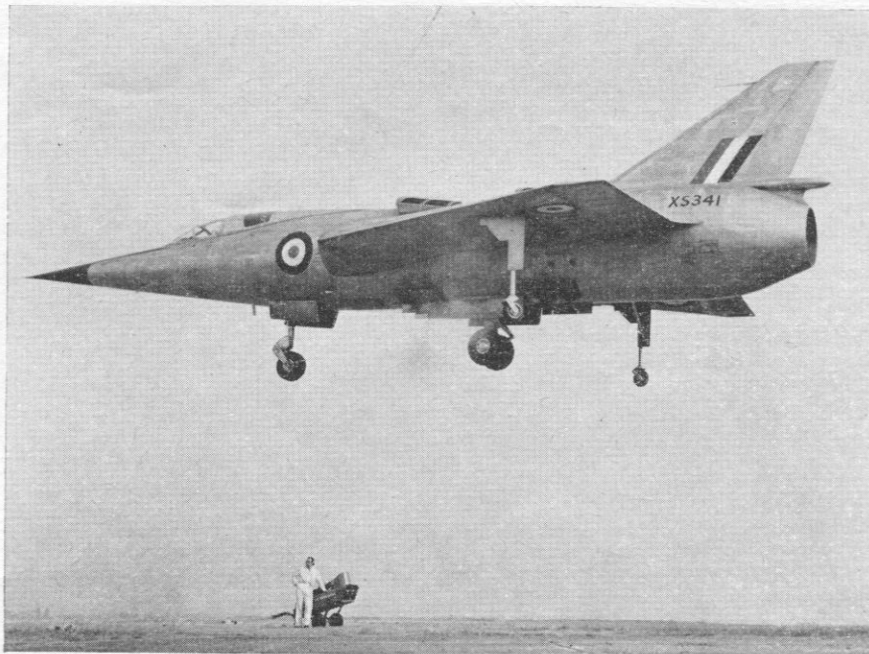
Information released so far indicates that the Predator is powered by four pairs of 4,400-lb. s.t. Akron lift engines installed near the c.g. in the fuselage and has a 20,000-lb. s.t. Pulitzer axial-flow turbojet with reheat for propulsion. Maximum speed at sea-level is said to be Mach 1.2 and at altitude Mach 2.5. Radius of action at low level (500 ft.) is estimated as 600 miles. Dimensions are 34 ft. span, 48 ft. length, and 9 ft. height. Armament can include nuclear weapons.

A usually reliable source however, reports that the Predator is powered by a specially geared 500 c.c. motorcycle engine, which enables it to taxi at 40 m.p.h.

Decade of Viscounts

SIXTY-EIGHT VISCOUNTS have now completed more than 20,000 flying hours each. Another thirty-seven have passed the 17,500-hour mark and seventy-seven more have flown more than 15,000 hours each. Most-flown of any Viscount to date is N7406, a Type 745 operated by United Air Lines with a total of 23,848 hours. Another United Type 745, N7408, has the highest total of landings, 20,013. The average duration of flight for all Viscounts is now below one hour, having decreased steadily over the years as the Viscount has been applied to more and more short-haul operations; daily utilisations of 7-8 hours per aircraft are achieved by several operators.

By the end of August 1964, thirty-one Viscounts had been in service for more than ten years. These aircraft, now serving with a variety of operators in Europe, the West Indies and South America, were delivered originally to British European Airways, Air France and Aer Lingus; all have changed hands at least once since delivery. The oldest, in time since delivery, is G-ALWF, a Viscount 701 delivered to B.E.A. on 13th February 1953 and now in service with Channel Airways. Typical of these ten-year Viscounts are the five ex-B.E.A. Type 701s now being operated by Cambrian Airways, each of which provides some sixteen hours flying a day during the summer weekends, on scheduled services by day and charter flights to Spain and Yugoslavia at night.



Twenty-one testing years

OVERSHADOWED BY THE massive happenings of S.B.A.C. week was a unique event which took place at Farnborough on the Friday previous to the S.B.A.C. Show. On that day the Empire Test Pilots' School remembered that it was twenty-one years old and celebrated its coming-of-age by holding a reunion on the School's premises at Farnborough, inviting all surviving past students and instructors. A galaxy of test pilots gathered which probably has never been equalled before; of great interest also was the static display of aircraft drawn up to represent the types flown by ETPS over the years and concurrently.

To do this aircraft had been gathered from all over the country. They included: Hawker Hurricane IIC PZ865 and Dragon Rapide G-AHGC from Hawker-Siddeley; Harvard T.2b KF183, Valetta C.1 WJ491, Meteor NF.14 WS838 and Sea Balliol T.21 WP333 (the last Balliol flying?) all came from AAEE, Boscombe

Down; the Lincoln was represented by RF342, alias G-APRJ; from Lee-on-Solent came a green-and-white Sea Hawk FGA.6 WV856; BAC provided the Spitfire AB910 "QJ:J"; C.F.S. sent along a beautifully reworked Mosquito B.35 TA 639; Anson C.19/2 TX213 upheld the many Ansons which ETPS had flown and Auster AOP.9 WZ672 stood in for all the various Austers.

From R.A.E. across the field came Hastings C.1 TG619, Shackleton MR.2 WG557, Varsity T.1 WL679, blue-and-white Meteor F.8 VZ638, the white, day-glo and TT-stripped Javelin FAW.7 XH754 and the Club's Tiger Moth G-ANNG; whilst ETPS itself provided Viscount XR802, Devon C.1 VP980 "1", Canberra B.2 WH715 "27", Canberra T.4 WH854 "30", Meteor T.7 WF822 "11", Hunter F.6 XF375 "6", Provost T.1 XF685 "20", Whirlwind HAS.7 XK907 "9", Vampire T.11 WZ475 "17".

Sea Balliol T.21 WP333 at Farnborough for the ETPS celebration on 3rd September

