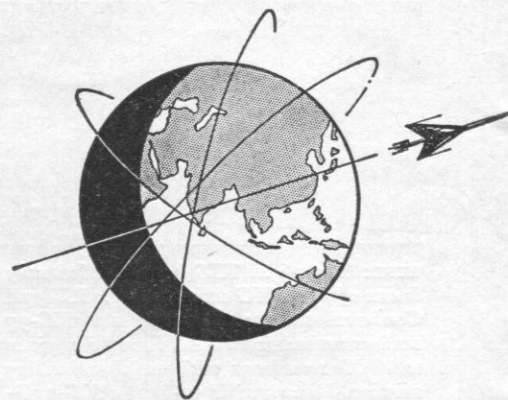
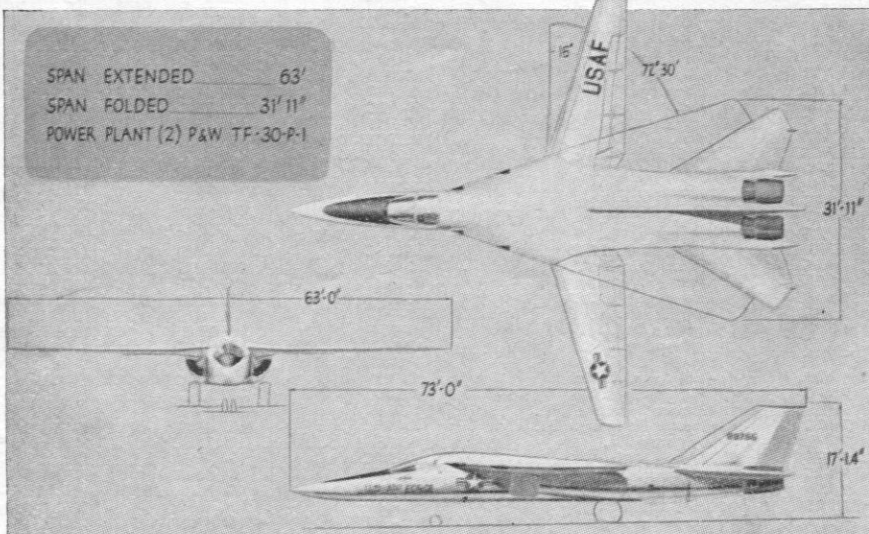


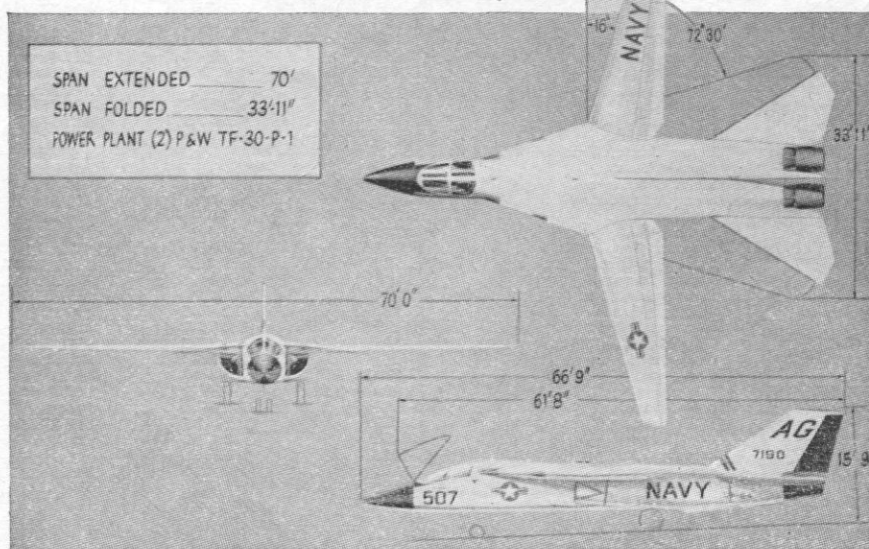
The prototype General Dynamics F-111A with wings swept back; compare with cover photo



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General arrangement drawings of F-111A (ABOVE) and F-111B (BELOW)



F-111 rolled out

THE FIRST GENERAL Dynamics F-111A (U.S.A.F. version) was rolled out at Fort Worth on 15th October, two weeks ahead of schedule, and is expected to fly later this month—only twenty-five months after the contract was awarded. Painted grey and white, the prototype F-111A brought a new touch to aircraft roll-outs by moving its wings, coming into view with them extended and then gradually sweeping them back towards the tail—the position for supersonic flight. Flight tests will be conducted at Edwards AFB, California.

Grumman, the main subcontractor for the F-111 programme, expect to roll out the first F-111B (U.S. Navy version) in May and this machine will carry out its flight tests from Patuxent, Maryland, possibly before the end of 1965. Details of the two F-111 versions were given in the August issue, page 232, but some further points can be gleaned from the two general arrangement drawings reproduced here. Maximum gross take-off weight of the F-111A is now said to be over 70,000 lb.; presumably the weight of the F-111B which, although lighter than the 'A uses 80 per cent common parts, will also rise above design estimates.

Trident 1E flies

The first Hawker Siddeley Trident 1E, powered by three 11,400-lb. s.t. Rolls-Royce RB.163-25 Spey engines, made its maiden flight at Hatfield on 2nd November. The aircraft is the first of two Tridents ordered by Kuwait Airways for service on routes within the Middle East, also linking Kuwait with Europe, North Africa, Pakistan and India.

With its greater all-up weight (130,000 lb.) and increased fuel tankage, the Trident 1E can cruise at 600 m.p.h. and fly half as far again (2,600 miles) as the Trident 1. Its take-off capability shows a 25 per cent

improvement. These results are obtained, not only by increased power, but by a 5 per cent increase in lift resulting from the extended span of the wings (95 ft. instead of 89 ft. 10 in.), larger flaps and the fitting of leading-edge slats.

Other customers for the Trident 1E are Iraqi Airways (three) and Pakistan International Airlines (three). B.E.A., who have twenty-four Trident 1s on order (ten delivered), are also expected to order the 1E.

More One-Elevens

Page Airways International, Washington National Airport, have been appointed exclusive United States distributors for business and corporate versions of the BAC One-Eleven, and have ordered two executive models for delivery in the autumn of 1966 and the spring of 1967.

Features of the One-Eleven in the executive role include a range of up to 3,500 statute miles plus two hours' reserves, built-in ground equipment, the ability to operate from secondary airports, high maximum landing weight, two-pilot operation, and a wide spacious cabin equipped with advanced air-conditioning and pressurisation systems.

Another recent order for the One-Eleven comes from Philippine Air Lines, who have ordered two and have placed an option on a third. One-Eleven orders now total sixty-nine, with a further fifteen on option.

R.A.F. Beagles

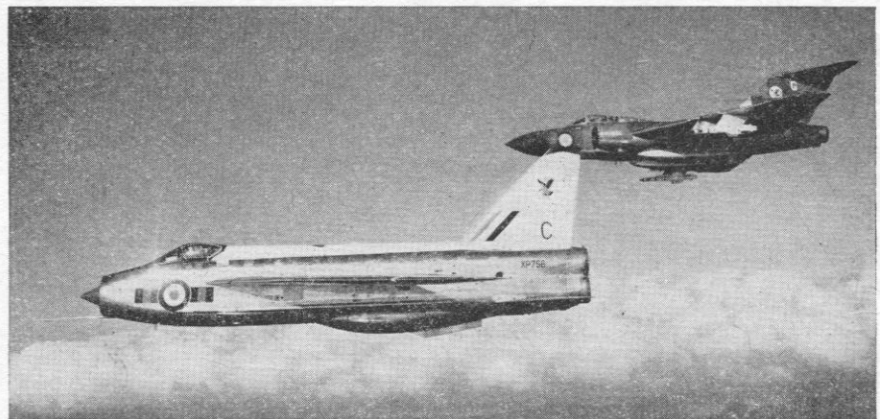
The Air Force Board has chosen the name "Basset" for the Beagle B.206 light communications and liaison aircraft, twenty of which are on order for the R.A.F. Powered by two 310-h.p. Rolls-Royce Continentals, the Basset CC.1 will have alternative cabin layouts. With a 920-lb. payload, the aircraft's range, with reserves, is 1,000 miles at 167 m.p.h.

Dart-Convairs

General Dynamics and Rolls-Royce have jointly announced a propjet engine modernisation programme for twin-engined Convair-Liner aircraft in service throughout the world. First orders for conversion kits,



First squadron to re-equip with the Lightning F.3 was No. 74 at Leuchars (ABOVE). It is being followed by No. 23, also at Leuchars, formerly equipped with Javelin FAW.9s (BELOW); and No. 111 at Wattisham, at present with Lightning F.1s. The F.3 is armed with Red Top missiles



worth nearly £3 million to Rolls-Royce, have been placed by Trans-Texas Airways of Houston, Texas, and Central Airlines of Forth Worth, Texas, who will operate twenty-five and ten Convair 240s, respectively, re-engined with Dart R.Da.10s. Other airlines operating Convair 240, 340 and 440 aircraft are also studying the advantages of converting to Dart power.

The engine conversion results in a 50 m.p.h. increase in cruising speed and, in the Model 240, a 1,800 lb. increase in payload. In the new nacelles, the engines are

off-set and the propellers are moved 2 ft. forward and 8 in. outboard, which, together with a reduction in propeller diameter, results in a 25 in. clearance between the propeller tip and the fuselage. At present about 1,000 Convair-Liners are in operation.

Further H.S.125 sales

Hawker Siddeley have sold a further nine H.S.125 twin-jet business aircraft in the U.S. and Canada. North American sales are now up to nineteen and total sales



Having developed their Convair Model 48 Charger for the "COIN" competition, General Dynamics are now proceeding with this aircraft (prototype illustrated) as a private venture; for further details see Sept. issue, p. 272



Designed and built by the Polyteknikkojen Ilmailukerho, Helsinki, Finland, the PIK-15 is a side-by-side two-seater of wooden construction, powered by a 150-h.p. Lycoming and intended primarily for glider towing. First flight was on 29th August

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forty-nine. Of the nineteen North American orders, seventeen have been received since 7th August when a demonstration 125 began a sales tour of the continent organised by the three North American distributors — Timmins Aviation Ltd., AiResearch Aviation Service Co. and Atlantic Sales Corpn.

French defence programme

Details of the French defence programme for 1965-70 have been announced. To be submitted to the French parliament early next year, the programme envisages the purchase of: *Air Force*—forty Mirage IIIE ground-attack aircraft; twenty photo-recce. Mirage IIIRs; fifty Mirage IIIC fighters; ten Mirage IIIB trainers; forty Transalls; and 150 *E.C.A.T.* (jet trainer/light ground-attack) aircraft. *Navy*—twenty Atlantics and twenty-three Super-Frelon helicopters. *Army*—eight Alouette III and 225 Alouette IV helicopters.

BS-100 test run

The Bristol Siddeley BS-100 vectored-thrust engine, the first in the world capable of providing jet lift and supersonic propulsion, made its first test run on 30th October. The BS-100 is to power the Hawker Siddeley P.1154 supersonic V/STOL strike fighter being developed for

the R.A.F. Developing over 30,000 lb. thrust, the engine incorporates plenum chamber burning, a system in which fuel is burned in the cold air in the forward nozzles (see article in February 1962 issue, page 33).

Second Hansa flies

The second prototype HFB 320 Hansa (D-CLOU) executive jet, produced by Hamburger Flugzeugbau G.m.b.H., made its first flight on 19th October. This machine, with fully equipped cabin, will carry out long-distance flight tests and will also serve as a demonstrator. The West German Ministry of Defence has taken an option on five Hansas.

Coastal Comets?

A Spey-powered version of the Hawker Siddeley Comet has been put forward as a "Shackleton replacement" for R.A.F. Coastal Command; about fifty aircraft would be involved. The lower fuel consumption of the Spey, compared with the Avon used in existing Comets, would offer a substantial increase in range and payload.

Mirage IVs in service

Mirage IVAs are now in service with the French Air Force's 91e *Escadre* and will shortly be delivered to the 92e *Escadre*. In a recent statement, the French Defence Minister, M. Pierre Messmer, said

that by the end of September eight of these bombers had become operational with the 91e *Escadre*. By mid-1965 it is anticipated that a front-line force of thirty-six Mirage IVs with improved nuclear bombs will be in service, dispersed in pairs or fours all over France. An article on the French nuclear deterrent appeared in the November issue, page 344.

York preserved

Avro York G-ANTK, recently retired by Dan-Air from active flying, was handed over on 24th October to the Scout Association's new Air Training Centre at Lasham Airfield, near Alton, Hants, to become a bunkhouse. The Centre, at present under construction, opens next year and courses will be run there for any Scouts interested in flying. G-ANTK (ex-MW232) originally belonged to the R.A.F. and took part in the Berlin airlift.

NEWS IN BRIEF

The R.A.A.F., with twelve C-130A Hercules in service (No. 36 Squadron), is requesting Government approval for the purchase of twelve C-130Es.

Philippine Air Lines have ordered a Douglas DC-8F Jet Trader; PAL already operate one DC-8 Series 50. DC-8 sales now total 231.

Two D.H. Canada Turbo-Beavers have been ordered by the Ontario Department of Lands and Forests.

The seventeen Bell 47G helicopters ordered for the Australian Army (November issue, page 353) are destined for No. 16 Squadron, Amberley, which already has ten.

Austrian Airlines have ordered a fourth Caravelle VIR, to be named "Carinthia". Caravelle sales now total 186.

Hawaiian Airlines have ordered two Douglas DC-9s for delivery in 1966. DC-9 orders now total fifty-six.

The R.N.Z.A.F. have confirmed their order, reported some months ago, for five Lockheed P-3 Orions. The 100th Orion for the U.S. Navy was delivered on 26th October.

BAC One-Elevens engaged on development, test and demonstration programmes completed their first 1,000 hours' flying on 23rd October.

Fokker F.27 Friendship orders have risen to 285 with recent sales to Pakistan International Airways (two) and Queensland Airlines (one).

The LTV-Hiller-Ryan XC-142A V/STOL tilt-wing tri-Service transport made its first flight at Dallas on 29th September.

The Agusta A.105 twin-turbine helicopter made its first flight on 1st November.



A milestone in the development of the Douglas DC-9 was reached on 20th October when the fuselage of the first prototype was mated to its wings. The machine will be ready for roll-out in January and is expected to fly in March