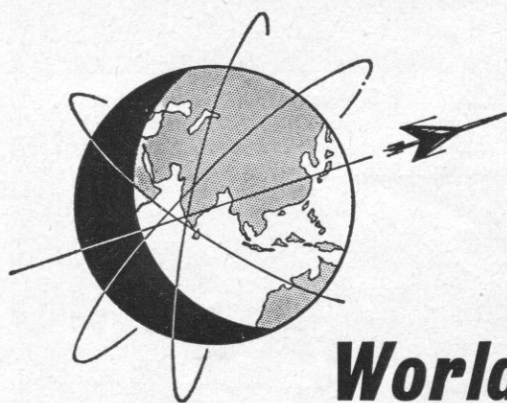




LEFT: The first two (N-7016 and '15) of three Westland Wasps for the Brazilian Navy; roundels are green, yellow and blue (centre). RIGHT: Bristol Siddeley Vipers are now being installed in the outboard nacelles of Shackleton MR.3s to boost take-off; note retractable air intake door



World Air News

Skyvan sales

THE FIRST ORDER for the Short Skyvan light transport has been placed by the Italian company, Aer Alpi of Cortina. The order is for two aircraft and the company have expressed an interest in ordering further Skyvans. Aer Alpi fly scheduled and charter services from Milan to Cortina and Venice to Belluno, and will use their Skyvans to open up additional services throughout Italy and Switzerland.

An order for one Skyvan, with an option on two more, has also been placed by Mr. Walter Scott, a Northern Ireland business man. This order is the first step in the foundation of a new airline, Emerald Airways, to be based in Northern Ireland. Directors will be Mr. Scott who is already

a director of Scott (Toomebridge) Ltd., the sand merchants, and Mr. Frank McKeown, a chartered accountant of Ballymena, Co. Antrim.

Emerald Airways plan to operate a freight and passenger service throughout Northern Ireland and to provide links with Eire, Scotland and Wales. Irish towns it is proposed to serve include Enniskillen, Galway, Killarney, Rosapenna, Waterford, Newtownards and Eglinton, all of which have small airfields.

One-Elevens for Aloha

British Aircraft Corporation announce that Aloha Airlines, the Hawaiian operator, have purchased two BAC One-Elevens. They will be Series 200 aircraft, each

First flown on 16th March the BAC 166 is a modified Jet Provost T.4, with a more powerful B.S. Viper, which is being used in the development of the BAC 164 (unpressurised) and 167 (pressurised) "COIN" projects



capable of carrying up to eighty-four passengers. The aircraft's built-in equipment, including retractable air-steps and the on-board auxiliary power unit, coupled with its ability to make several inter-island flights without refuelling, will ensure a quick turn-round at *en route* stops on Aloha's network. Total sales and options for the One-Eleven now amount to ninety-five, of which seventy-one are for U.S. operators.

Wasps for Brazil

Two Westland Wasp helicopters were handed over to the Brazilian Navy at the Yeovil works on 1st April, and a third machine a fortnight later. The aircraft were accepted by Capitao Tenete R. L. Fontenelle Lima and Capitao Tenete C. E. Chrockatt de Faria, officers of the Brazilian Navy who are currently attending a training course at Westland's Fairey Aviation Division, Hayes, Middlesex. The Wasps will be used by the same Brazilian squadron that at present operates Westland Whirlwinds and Widgeons.

Super VC10 order

East African Airways have placed an order worth more than £10 million with BAC for three Super VC10s for delivery beginning in August 1966. The aircraft will have a large freight door and capacity for up to 172 passengers. This is the first export order for the "Super" and brings VC10 sales of all types up to fifty-one. Middle East Airlines and Aerolineas Argentinas are also reported to be interested in the Super VC10.

H.S.125 exports

Another seven overseas orders, worth over £1,500,000, for the H.S.125 have been announced by Hawker Siddeley. Five of the aircraft will go to customers in North America and two to Europe. One of the European orders is a third H.S.125 for the West German company of Fried Krupp. The first Krupp H.S.125 is based

AIR PICTORIAL

at Düsseldorf and was delivered last October; the other two aircraft will be handed over later this year. H.S.125 sales now total sixty-four.

Caribou for Kenya

In addition to a number of Beavers, D.H. Canada have now confirmed the sale of a Caribou to the Kenya Air Force. Deliveries of all aircraft involved in this sale are expected to be completed before the end of November. Both types meet a Kenya A.F. requirement for operation from strips only 1,000 ft. long and will be used for missions ranging from communication and transport to mapping and reconnaissance.

More Beavers for Peru

The *Fuerza Aerea del Peru* (Peruvian Air Force) has placed an order with the de Havilland Aircraft of Canada Ltd. for three more DHC-2 Beaver aircraft. Delivery is currently in progress, one delivered, two more to go. The Peruvian A.F. has been operating Beavers for several years and the latest order brings the number so far purchased to nine.

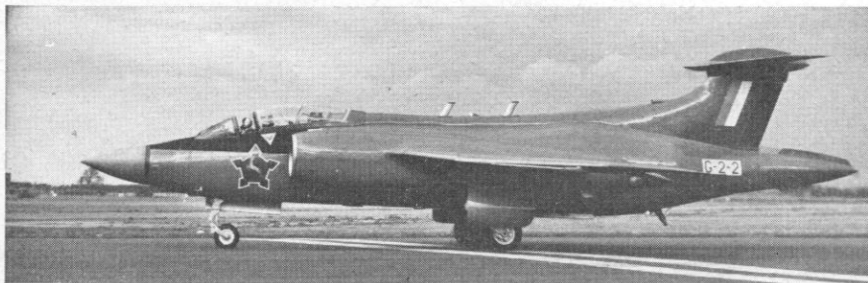
The three new machines, like the previous ones, will be equipped with float landing gear, as they are intended for operation in the region of the headwaters of the Amazon River and will be based at Iquitos.

Otters for Argentina

Two D.H. Canada Otters, equipped for operation in the Antarctic, left Downsview, Ontario, on 8th February, on a 7,850-mile delivery flight to Buenos Aires. Painted in two tones of red for easy detection against snow, the two Otters will be used in the Argentine Antarctic programme and will be based at "Teniente Benjamin Matienzo" Station, located at 65° South, 65° West on the fixed ice in the Argentine sector of Antarctica. One machine is equipped with cameras.

Argentine units have long been operating D.H. Canada aircraft in Antarctica.

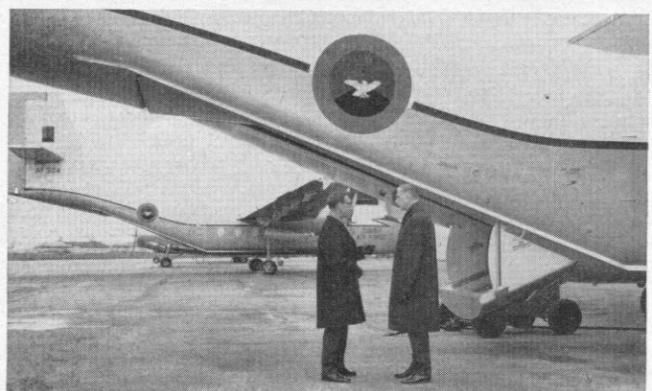
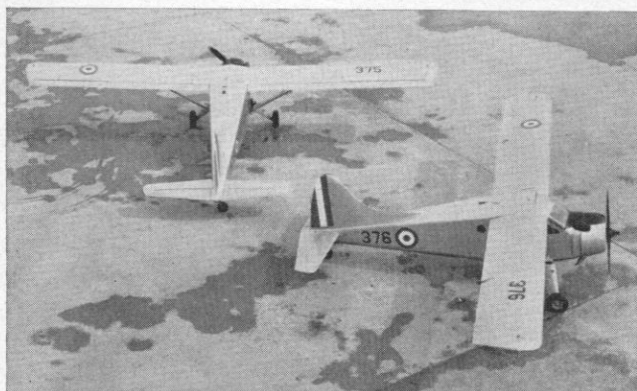
Recent D.H. Canada exports include: RIGHT—Beavers for the Kenya Air Force; BELOW, LEFT—more Beavers for the Peruvian Air Force; and Caribou for the Zambia Air Force (see April issue, p. 120)



One of sixteen Hawker Siddeley Buccaneer S.50s now being delivered to the South African Air Force. The S.50 is a land-based version of the S.2



Lightning T.55 for the R.A.F. are now coming off the line at Preston. XS418 left the factory for the A. & A.E.E., Boscombe Down, on 30th March; first, however, was XS419, which left the previous day





Sud-Aviation have completed resonance trials of their S.A.330 twin-Turmo III-powered tactical helicopter, which is expected to fly soon



ABOVE: The first batch of Northrop F-5s for the Imperial Iranian Air Force at Teheran—see April issue, page 121

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BELOW: The Ag-wagon, Cessna's first venture into the agricultural aircraft field, made its first flight on 19th February; no details have yet been released



World Air News . . .

The Argentine A.F. bought six DHC-2 Beavers, starting in 1960, and the Argentine Navy two. These have undertaken a large amount of general survey and detail mapping work, as well as light transport and communications. By the end of 1964 D.H. Canada had delivered 448 Otters and 1,568 Beavers.

DC-9 orders

Ansett-A.N.A., the Australian airline, have ordered two Douglas DC-9s and placed an option on four more. DC-9 orders now total 116 and options 106; in addition, fifteen leases have been announced. Firm orders are as follows: Ansett-A.N.A. two, Bonanza three, Continental twelve, Delta fifteen, Eastern twenty-four (plus fifteen on lease), Hawaiian two, Iberia three, K.L.M. six, Ozark three, Saudi Arabian three, Swissair twelve, Trans Canada eight, T.W.A. twenty, and West Coast three.

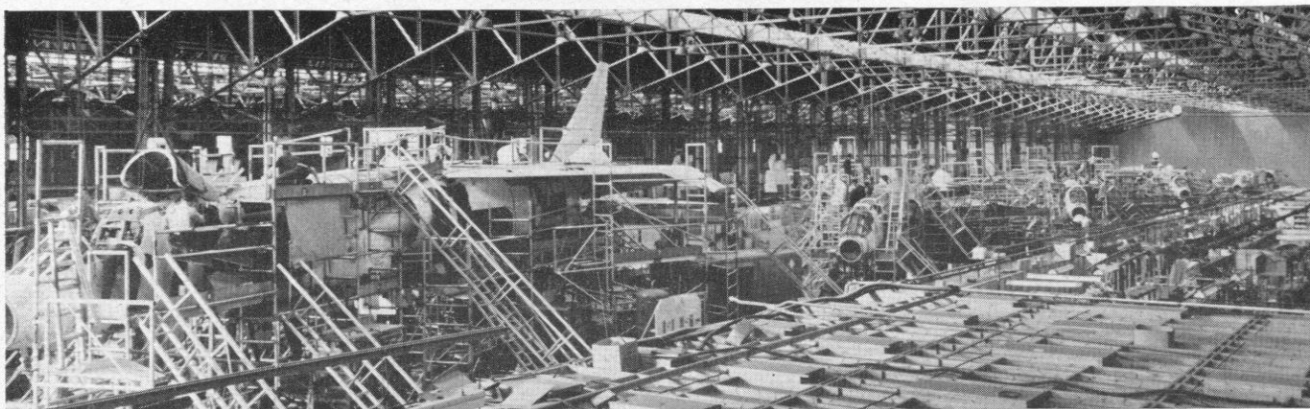
Friendship "repeats"

Ansett-A.N.A., the privately owned Australian carrier, have taken up their option for a twelfth Friendship Mk.200. Ansett ordered six F.27s in June 1958, the seventh in March 1960, the eighth and ninth in May 1960, the tenth in February 1964, the eleventh in October 1964, and now the twelfth. Another Friendship operated by MacRobertson Miller Airlines was added to the fleet when this company joined Ansett Transport Industries Ltd., making a total of thirteen for the group. Other airlines in the group operating Friendships are: Airlines of New South Wales and Queensland Airlines.

The Norwegian airline Braathens S.A.F.E. have placed an order for one Friendship Mk.100, their eighth. Friendship sales now total 319.

GD "sub-plane"

General Dynamics have been studying the possibilities of an aircraft that could land on the sea and then travel under water as a submarine. After a six-month study programme sponsored by the U.S. Navy Bureau of Naval Weapons, engineers of General Dynamics' Convair division at San Diego, California, have concluded that development of such a vehicle is



This photo of five TSR-2s on the final assembly line at Weybridge was received the day before the Labour government announced their decision to cancel the aircraft; XR219, the first machine, flew on 27th September 1964 and XR220 is about to fly. The R.A.F. may not get the F-111A either, but a modified Buccaneer—to which they are objecting strongly

feasible and practical. On an underwater mission, as depicted in the artist's impression reproduced here, the sub-plane would be powered by electric motors and batteries.

An operational task for the machine would be anti-submarine work. The aircraft would fly to the target area, then dive below the sea to pursue its target "with the stealth of a submarine". Performance envisaged for the sub-plane includes a flight radius of 300-500 nautical miles at 150-225 knots, an underwater range of 50 n.m. at 5 knots at 75 ft. depth, and payload of 500-1,500 lb.

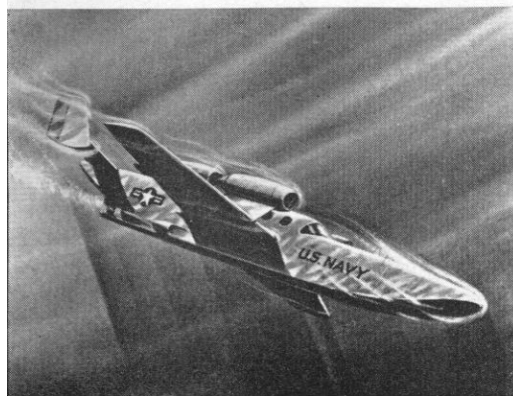
Whirlwinds for Brunei

Westland Aircraft announce that an order has been placed by the Sultan of Brunei for three Whirlwind Series 3 helicopters which will be used for general transport requirements and police duties in North Borneo. Value of the order is about £350,000 and the machines will be delivered at the end of this year.

Naval air days

Naval air days will be held at Yeovilton on 3rd July, Lossiemouth and Culdrose Royal Naval Air Stations will be open to the public on 24th July, and Arbroath on 23rd and 24th July. Lee-on-Solent and Brawdy will be open to the public on 31st July.

The General Dynamics "sub-plane"



NEWS IN BRIEF

Atlas Aircraft Corporation, formed to build jet trainers for the S.A.A.F., are erecting their plant at Jan Smuts airport. The selected trainer (still tipped as the Magister) will be given a local name, probably "Impala".

Meyers & Maule, Welkom, South Africa, have imported a Meyers 200C, ZS-EAZ, to promote sales of this type which they will soon be manufacturing, as well as the Maule MD-4 Rocket.

BOAC started VC10 services to Amman, Jordan, on 3rd April, replacing Comets and cutting times by nearly two hours.

McDonnell expect to fly the first Spey-engined YF-4K Phantom, one of two for evaluation by the Royal Navy, in July 1966.

The first General Dynamics F-111A went supersonic on 5th March and the second made its maiden flight on 25th February.

North American and Ryan have signed an agreement for the joint development of V/STOL aircraft.

BOAC have sold their last two Douglas DC-7F freighters to a Panamanian firm, the Universal Trading Corporation, via Frederick B. Ayer, the New York broker. BOAC had ten DC-7Fs originally.

Lloyd International Airways have bought two of BOAC's Britannia 312s to supplement their C-54s and DC-6s on charter work, principally to the Far East.

Lancaster R5868, which stands outside the main gate at R.A.F. Scampton, is being completely repainted; its last "facelift" was three years ago.

The Argentine A.F. has improved the take-off, safety and engine-out range of the C-47s it uses in the Antarctic by fitting a Turbomeca Marboré jet engine in the rear fuselage.

No. 436 Squadron, R.C.A.F., at Uplands has received the first of nine Lockheed C-130E Hercules transports. Other C-130Es will go to No. 435 Squadron at Namao and No. 4 O.T.U. at Trenton.

Syrian Arab Airlines have ordered two Sud Super Caravelle 10Bs for delivery in October 1965 and June 1966. Caravelle orders now total 192.

Hawker Siddeley 125s receive the finishing touches in the flight shed at Chester. Three of the six aircraft seen here are for U.S. customers, one is for Canada, one for the U.K., and the sixth for the R.A.F.

