

World Air News

Another Trident for P.I.A.

PAKISTAN INTERNATIONAL AIRLINES are to buy a fourth Hawker Siddeley Trident 1E under an option included in the contract for three Tridents signed in July 1964. Delivery of P.I.A.'s Tridents will start in October 1965. The fourth aircraft will be handed over in May 1966. The 1E is the long-range version for stage-lengths of over 2,000 miles.

On 13th April a Trident 1E flown by John Cunningham, Hawker Siddeley's Chief Test Pilot at Hatfield, broke the London-Cairo speed record at an average speed of 602.1 m.p.h., while on its way to Nairobi for tropical trials. Previously the record was held by a Canberra which flew the 2,185 miles from London to Cairo in 3 hours 57 minutes, in 1956. The actual airways distance covered by the Trident, in 3 hours 37 minutes 44 seconds, was

2,300 statute miles, giving an average speed of 631 m.p.h. Fifteen years ago, Mr. Cunningham, flying a Comet, established the first-ever jet speed record between London and Cairo at 426 m.p.h.

Herald orders

Shortly after *Air Pictorial* went to press last month, Handley Page announced their largest Herald order so far from a single operator: ten for Viação Aérea São Paulo S.A. (VASP), Brazil's second largest domestic airline. With spares, the order is worth £3½ million. It follows the introduction of the Herald by another Brazilian carrier, Sadia. Both airlines operate the highly-competitive Ponte Aérea route between São Paulo and Rio de Janeiro.

Orders for Heralds from fourteen operators now total fifty-two. One of these, a fourth for Globe Air, has just been

confirmed by the Swiss charter operator. The value of exports—88 per cent of all Heralds and their spares ordered to date—is now more than £15 million.

Third VC10 for B.U.A.

Because of the excellent results obtained with its first two VC10s in their first six months of operation to East and Central Africa and to South America, British United Airways are ordering a third aircraft; it will be delivered next month.

B.U.A.'s first VC10, G-ASIW, has been averaging more than 8.4 flying hours per day over the six months, and G-ASIX has averaged 9 hours per day since it entered service. The new machine will enable B.U.A. to expand their network, and will also be used on trooping services to Aden, Bahrain and other points.

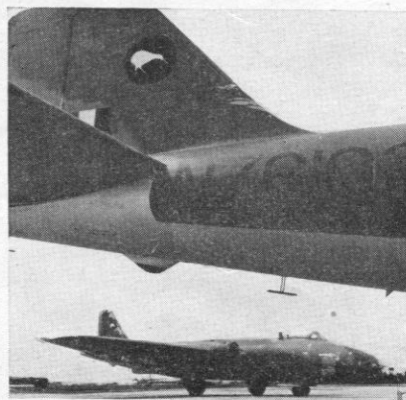
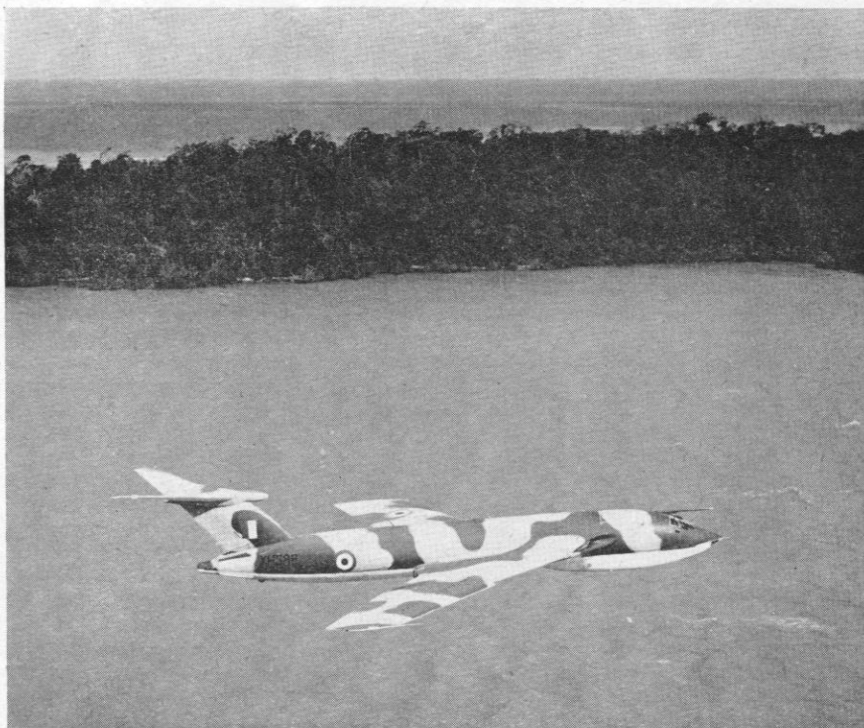
Helicopters for Germany

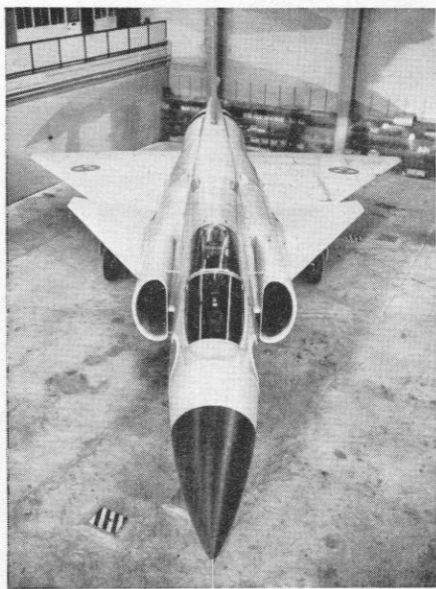
The West German Government has approved the purchase of a total of 406 Bell UH-1D helicopters for the German Air Force, Army and Navy. Discussions are now in progress to finalise arrangements for the production of the machines, which will be constructed largely under licence in Germany with Dornier-Werke as the prime contractor.

Breguet 121

Some details and a three-view drawing of the Breguet 121 twin-jet tactical strike/trainer have now been released by the manufacturers. Based on the French Air Force ECAT specification and developed from the Br 1001 Taon, the Br 121 will

Victor B.1A XH588, seen off the coast of Malaya, is from No. 57 Squadron, at present detached to R.A.F. Tengah, a duty which it shares in rotation with No. 55, its "sister" squadron at Honington. Also based at Tengah are the Javelin FAW.9s of No. 64 Squadron, R.A.F., and the Canberra B(1).12s of No. 14 Squadron, R.N.Z.A.F.





Three views of the SAAB-37 non-flying prototype. An order for 220 has already been placed but it is expected that 800 will be required

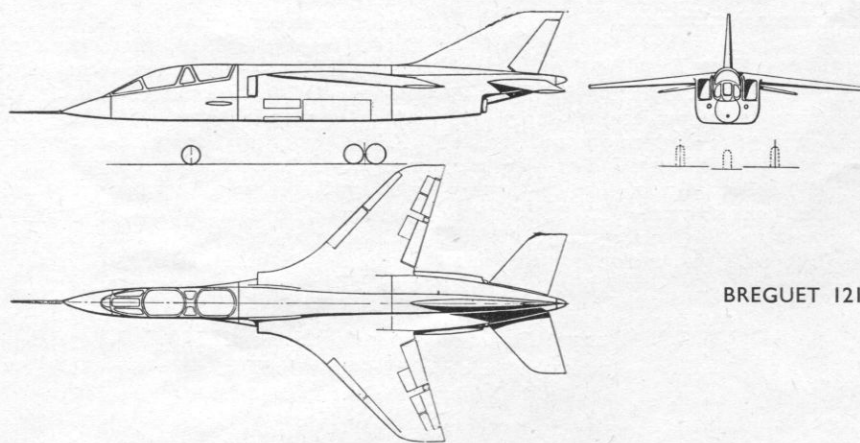
have a speed of over Mach 1.8 at altitude and over Mach 0.9 low down. With maximum payload but no extra tankage, its range at sea-level will be 315 naut. miles; cruising speed will be 490 knots and ferry range 2,700 naut. miles. Take-off from unprepared fields will be achieved in less than 2,000 ft.

Five versions have been projected: the Br 121A single-seat and Br 121B two-seat tactical support aircraft, Br 121C interceptor, Br 121E two-seat trainer, and Br

121P photo-reconnaissance aircraft. Armament will include two 30-mm. cannon and about 1,300 lb. of stores. Design and construction have been kept as simple as possible.

Friendships for Permina

An "undisclosed customer" for Fokker Friendships has now been revealed as the Indonesian oil company P.N. Pertamina Minjak Nasional (PERMINA), whose order consists of two F.27 Mark 400 Combi-



BREGUET 121

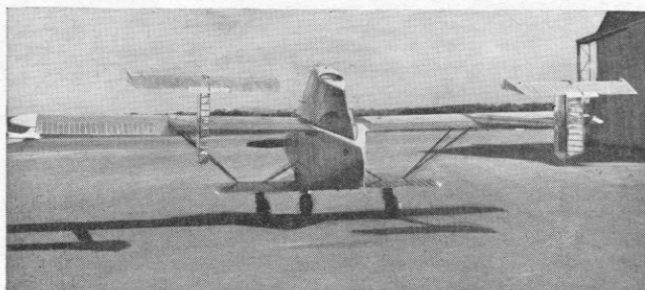
planes; they will be delivered in March and July 1966.

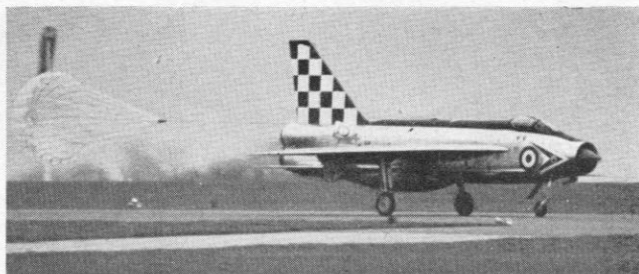
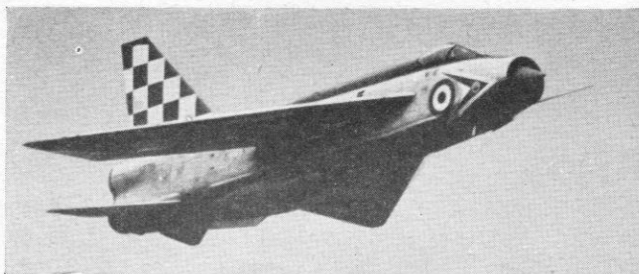
Ansett-A.N.A. have taken up their option for a thirteenth Mark 200 Friendship. This latest repeat order brings total sales in Australia to thirty aircraft and the world total to 320.

Airtruk flies

The prototype Airtruk, designed by Luigi Pellarini and produced by Transavia Corporation Pty. Ltd., North Sydney, Australia, made its first flight on 22nd April. Powered by a 285-h.p. Continental IO-520-A, the Airtruk is intended for agricultural and general utility work, although later versions will be developed for business and ambulance use; the prototype seats

The prototype Transavia Airtruk, a new Australian agricultural machine, flew on 22nd April (Photos: N. M. Parnell)





No. 56 Squadron, based at Wattisham, is now re-equipping with Lightning F.3s, and revising its paint scheme. Shown here is XR719 "D" with red and white checked tail; nose flash is also red and white (Photos: P. R. Bennett)

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three and has a hopper capacity of 2,000 lb. Dimensions of the aircraft are 36 ft. 4 in. span, 22 ft. length and 9 ft. height. Estimated performance figures (some of which have already been bettered on test) include a maximum speed of 140 m.p.h., 127 m.p.h. cruising speed, 43 m.p.h. stalling speed, 630 ft./min. climb fully loaded, take-off (at a.u.w.) of 290 yd., and 110-yd. landing run.

BAC aide-memoire

BAC's new generation of jet trainer/ground-attack aircraft (see table) are all based on the successful Jet Provost which is in service in six air forces; a number of these already operate the aircraft in its armed configuration. Increased all-up weights allow a wide variety of underwing stores to be carried, either offensive weapons, fuel, or a combination of both.

The well-proven Bristol Siddeley Viper 20 series is in production, in versions producing up to 3,410 lb. static thrust, and the Jet Provost/Viper 20 combination is already at the flight test stage (BAC 166). The Viper 11-powered aircraft in the R.A.F. will, of course, continue in service for many years.

Buccaneer S.2 trials

Deck landing and catapult trials with the Hawker Siddeley Buccaneer S.2 have been completed from H.M.S. *Ark Royal* in half the scheduled time, and included seventy-eight launches and landings. The flying was done by four pilots from "C"

BAC TRAINER/GROUND-ATTACK AIRCRAFT

Type No.	Airframe	Engine	Remarks
BAC 145	Pressure cabin, increased internal fuel capacity (262 imp. gal.)	Viper 11	Jet Provost T.5 for R.A.F. Max. weight 9,200 lb.
BAC 164	Jet Provost Mk. 4 fuselage, un-pressurised, BAC 167 wings	Viper 20	Max. weight: 10,500 lb. operational 11,500 lb. ferry
BAC 166	Jet Provost Mk. 4 fuselage and wings, less tip tanks	Viper 20	For flight evaluation of basic airframe engine combination
BAC 167	BAC 145 airframe, underwing hard points for max. 3,100 lb. load. Armour plate and self-sealing tanks optional	Viper 20	Max. weight: 10,500 lb. operational 11,500 lb. ferry

Squadron, the Naval Test Squadron at Boscombe Down, with Mr. Derek Whitehead, Chief Test Pilot of Hawker Siddeley Aviation's Brough plant.

Objectives included launching the Buccaneer S.2 at up to maximum weight with various combinations of external and internal bomb loads, drop tanks and rocket pods. The "hands-off" launch technique was also tested by pilots with satisfactory results. For the trials the Buccaneer was fitted for the first time with automatic underwater ejection seats.

Bells for New Zealand

The New Zealand Ministry of Defence has approved the purchase of eleven Bell helicopters—five turbine-powered UH-1 Iroquois and six 47G-3B-1s—for the R.N.Z.A.F. and Army. The helicopters will be operated by the R.N.Z.A.F. in a new battlefield support squadron, to be based at Auckland, with Air Force and Army elements. Roles will include search

and rescue, observation and reconnaissance, resupply, medical evacuation, command control, personnel transport and utility flights.

Stretched DC-8s

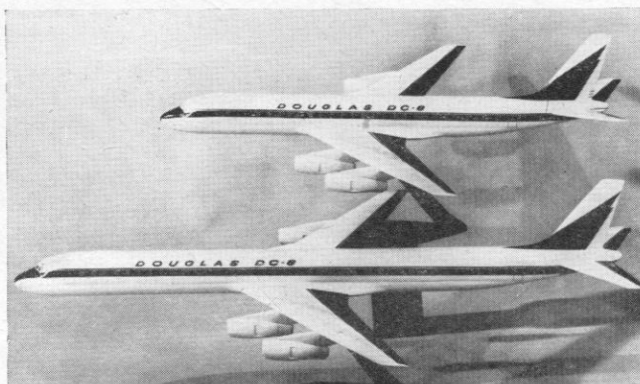
Three new versions of the Douglas DC-8 have been announced. Two of the new Series 60 models are already in production, and a third is under development.

The Model 61 will be some 33 ft. longer than the current Series 50 DC-8 and its 184 ft. fuselage will accommodate 251 passengers, sixty-two more than any previous DC-8. The first Model 61 is scheduled to fly in March 1966.

The Model 62, an ultra-long-range version, will have a 6 ft. greater wing span, which will then be 148.4 ft., as well as an extension of 80 in. to the fuselage, bringing the length to 157.4 ft. Capacity of the Model 62 will be 189 passengers. Engine pods of new design will augment thrust and



LEFT: Buccaneer S.2 during trials on H.M.S. *Ark Royal*
BELOW: Models of the "stretched", 184-ft. long, DC-8 Model 63 (foreground) and a normal Series 50 DC-8



reduce drag by ducting turbofan air through the entire length of the nacelle, and redesigned pylons will reduce interference drag. Maximum range with full payload will be 5,750 miles. The first Model 62 is expected to fly in July 1966. Scandinavian Airlines System have ordered four for their polar route between Copenhagen and the U.S. Pacific Coast.

A third development, the Model 63, will combine the full 400-in. fuselage extension of the Model 61 for greater payload capacity and the aerodynamic and powerplant improvements of the long-range Model 62.

Debonairs for Lufthansa

Next month five Beechcraft C33 Debonairs will be added to the fifteen aircraft operated by Lufthansa's flying school at Bremen. Owing to the increase in the Lufthansa fleet, a new school at Flensburg was opened in April to take the overspill from Bremen.

R.A.F.'s "Red Arrows"

The premier R.A.F. aerobatic team for 1965 is to be provided by Central Flying School, Little Rissington, for the second year in succession. The team will be known as the "Red Arrows" and will consist of Gnat T.1s.

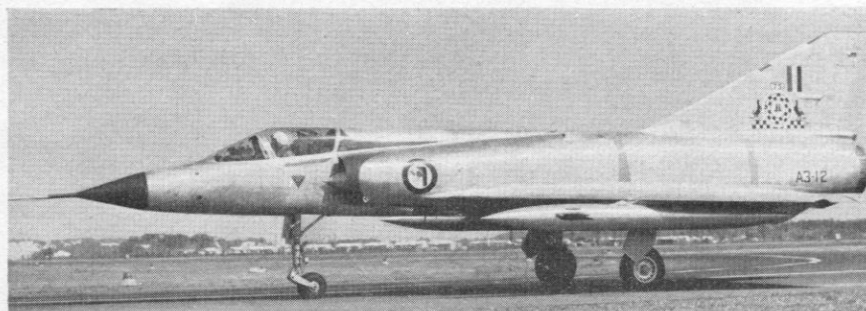
"... 45% would emigrate ..."

A questionnaire circulated among Graduate and Student members of the Royal Aeronautical Society has shown that 62 per cent of those who replied are in aeronautics because of their interest in aeroplanes rather than engineering, and that 45 per cent would emigrate to continue in their chosen profession.

NEWS IN BRIEF

Madagascar's Army Air Force has received a C-47 and three Broussards from France; totals of each type now serving in the M.A.A.F. are two and eight respectively.

The Skyfame Aircraft Museum at Staverton (see May issue, pp. 154-5) has just acquired the Miles Magister G-AFBS.



No. 75 Squadron, R.A.A.F., based at Williamtown, N.S.W., is now re-equipping with Mirage IIIOs, replacing Sabres (Photo: N. M. Parnell)



N21117, the first of seven BAC One-Elevens for Mohawk Airlines, made its first flight on 4th May. Mohawk have an option on three more

Sud-Aviation have acquired the Morane-Saulnier firm from Henry Potez who took it over when it went bankrupt in 1962.

Alaska Airlines have started operations with the first commercial Hercules, the Model 382, leased originally from Lockheed's and now purchased together with a second 382 at a cost of £1.8 million.

"**Canadairbus**" is the name of a new version of the Canadair CL-44 with a 15 ft. longer fuselage accommodating up to 195 passengers.

No. 85 Squadron, R.A.F., based at Binbrook and flying Canberra T.11s to provide target facilities for fighters, will receive its Squadron Standard on 4th June.

"**Labrador**" is the name chosen by the R.C.A.F. for the CH-113 helicopter (Vertol 107). Canadian Army CH-113As will be known as "Voyageurs".

Fiat recently handed over the first of twenty-five F-104Gs which they are building for the Royal Netherlands Air Force. Fokker's quota of Starfighters for the R.N.A.F. is ninety-five.

The Nigerian Air Force is reported to have acquired two Noratlas, ten Dornier Do 27s and some Piaggio P.149s from Germany, and may receive Fiat G.91s.

Allegheny Airlines have ordered four Douglas DC-9-30s and placed an option on four more. The DC-9-30 is 15 ft. longer than the standard model and seats 105 passengers.

The Ecuadorian A.F. has ordered eight Cessna T-41A trainers. The T-41A is the U.S.A.F. version of the Model 172 (photo November 1964, page 352).

K.L.M. are selling their nine Viscounts to Aer Lingus who, in turn, are passing on seven Friendships to Philippine Air Lines.

Demonstrated at London Airport on 29th April (with a London Transport "Deux-Ponts" for comparison) F-BASQ is one of six Breguet 763s converted to cargo configuration—named "Universel"—for Air France's Paris-London service

