

## World Air News

### More Tridents for B.E.A.

BRITISH EUROPEAN AIRWAYS have placed a £30 million order with Hawker Siddeley Aviation for fifteen Trident 2s for delivery beginning in 1968, with an option on a further ten aircraft. By the end of this year B.E.A. will have taken delivery of its entire fleet of twenty-four Trident 1s.

The Trident 2 retains the basic design features of the earlier model but has a slightly modified fuselage (114 ft. 9 in. long) to accommodate up to ninety-four tourist-class passengers, compared with eighty-eight in the Trident 1. Power is supplied by three 11,930-lb. s.t. Rolls-Royce Spey 25 Mark 512 by-pass jet engines, providing 21 per cent more thrust than is available in the Trident 1.

The effect of the bigger wing (span is increased from 89 ft. 10 in. in the Trident 1

to 98 ft. in the Trident 2) with its increased fuel-tankage capacity, is to stretch the Trident's range to 2,400 miles with a full complement of passengers. With this increased range it will be able to serve, non-stop, the further points on the B.E.A. network. The Trident 2 will have the same high cruising speed—more than 600 m.p.h.—of the Trident 1 now in service and an improved field performance. Maximum take-off weight will be 142,500 lb.

All fifteen of the new Trident 2s will be equipped with the Smiths Aviation automatic landing system similar to that now certificated by the Air Registration Board for use in the Trident 1 on regular, scheduled, passenger-carrying flights. By the time deliveries of the Trident 2s are completed, it is expected that this fully-triplicated automatic-landing system will

be officially approved for Trident take-offs and landings in the low cloud and runway visibility conditions that normally compel other types of airliner to remain on the ground.

### More HS.748s for Channel Airways

Channel Airways have signed a contract with Hawker Siddeley Aviation for two more HS.748s bringing the total ordered by the airline to four. The contract for the first two aircraft, to be delivered for service by the end of 1965, was signed in May this year (see July issue, page 226).

### Further HS.125 exports

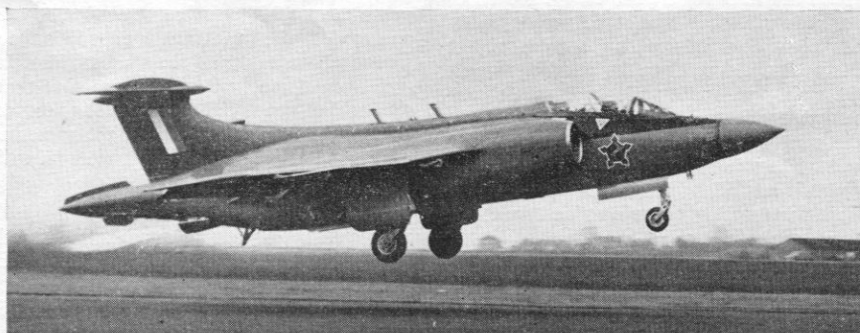
Four new export orders for the Hawker Siddeley HS.125 have been announced. They are all for customers in North America, where HS.125 sales have now reached thirty-seven. These new sales bring the total order book to seventy-one, of which forty-eight are for export. As mentioned in the July issue, the number of HS.125s laid down at Chester has been increased from 110 to 160 to keep pace with anticipated demand.

### S.A.A.F. news

The South African Air Force has ordered an undisclosed number (believed to be eight) of Dassault Mystère 20s for its light communications squadron. The S.A.A.F. is also reported to have placed an order for the Breguet Atlantic, but it seems that this order will never be fulfilled as the type was built under NATO auspices and the U.S.A. has vetoed the contract. This has met with considerable disapproval from the French Government who stand to lose financially as the order was for at least sixteen aircraft, and who disagree with the U.S.A. interfering with French arms trade. It is also believed that the Atlas Aircraft Corp. will manufacture the Mirage IIIE under licence.

### Queen Airs for Peru

The Peruvian Air Force has ordered eighteen Beechcraft Queen Air A80s, to be delivered between September 1965 and January 1966. The aircraft will be used primarily for training and liaison, but will



ABOVE: Incorporated in the Hawker Siddeley Buccaneer S.50s for the South African Air Force is a retractable Bristol Siddeley B.S.605 rocket engine which enables the aircraft to operate comfortably at high take-off weights from hot or high airfields.

BELOW: Recently delivered to Eleusis Air Base, Greece, these Northrop F-5s are the first of a batch for the Royal Hellenic Air Force and will equip No. 341 Squadron, No. 11 Wing





LEFT: Fairchild Hiller have started licence production of the Pilatus Turbo-Porter; an initial batch of one hundred is under way.  
RIGHT: Flight trials of the SIPA-Gérard "floating wing" aircraft started on 15th June. The wing, which is mounted on a modified Nord NC-853, is claimed to be impossible to stall and also absorbs gusts

also undertake medical, cargo and survey duties. The new fleet will replace several twin-engine Beechcrafts that have been in service for more than twenty years.

#### North American OV-10A flies

The North American OV-10A counter-insurgency aircraft—winner of the U.S. Navy's "COIN" competition—made its first flight on 16th July at Columbus, Ohio. North American were awarded a contract to build seven prototypes in August 1964 by the Bureau of Naval Weapons. Further details of the aircraft, known originally as the NA-300, appeared in the November 1964 issue, page 351.



First of three R.A.F. squadrons to receive the Handley Page Victor tanker is No. 55 at Marham; shown here is Victor B(K).1A XH667

#### Luftwaffe units

First-line units of the Luftwaffe now comprise eight wings of fighter-bombers (including three with Fiat G.91s), three reconnaissance wings (one with G.91Rs), and two interceptor wings. In addition, there are three transport wings, one transport helicopter squadron, and two squadrons of liaison/rescue helicopters.

#### Northrop F-5s for Canada

The Canadian Government has approved the procurement of the Northrop F-5 aircraft for the Canadian Forces. Built to Canadian specifications by Canadair Ltd., Montreal, the aircraft will be designated "CF-5". A multi-purpose machine it will



ABOVE: G-ASYD, the first American Airlines BAC 400 Series One-Eleven development aircraft, made its first flight from Hurn on 13th July

BELOW: Recently completed by Fiat, these F-104G all-weather fighters have been delivered to the Italian Air Force's 10° Gruppo, 4ª Aerobrigata, and bear the famous Cavallino Rampante ("Prancing Horse") insignia on the fin





ABOVE: The Aero Commander 200. BELOW: Aero Commander 100

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be used primarily for the tactical support of ground forces. As part of a five-year re-equipment programme for the Canadian Forces, \$215 million has been earmarked for the acquisition of approximately 125 CF-5s. These improved Canadian versions of the F-5 will have more powerful engines and in-flight refuelling capability.

As they are formed, the CF-5 squadron will be incorporated into Mobile Command, which will be responsible for maintaining combat-ready integrated land and tactical air elements capable of rapid deployment in a wide range of contingencies.

Most of the CF-5s will be single-seat aircraft but some will be two-seat trainers capable of immediate use in a combat role

if required. The CF-5 will be powered by two 4,300-lb. s.t. General Electric J85-15s, manufactured by the Orenda Division of Hawker Siddeley of Canada Ltd., Toronto, and capable of providing speeds of up to 1,000 m.p.h. Armament will include 20-mm. cannon, missiles, rockets and bombs. Range will be approximately 1,500 miles, or 2,500 miles with in-flight refuelling. A number of C-130 Hercules transports are now being modified to act as tankers.

### BAC "Superb" for B.O.A.C.?

Sir Giles Guthrie, chairman of B.O.A.C., stated at a recent press conference that B.O.A.C. is "right behind" the proposed Super VC10 development (illustrated in the August issue, page 265) and would like five or six of these 265-passenger aircraft,

to start service in 1969. B.O.A.C. have already given the aircraft the name "Superb" and have commented that the ease with which it can be converted into a freighter is a major advantage.

### Cessna T-37s under M.A.P.

Cessna Aircraft Co. have received an order worth about \$1,250,000 from U.S.A.F. Systems Command for an additional quantity of twin-jet T-37Cs (armed versions of the T-37B trainer). They are intended for delivery to friendly nations under the U.S. Military Assistance Programme, starting in mid-1966. Total number of T-37s ordered is now over nine hundred.

### Beagles for Australia

Beagle announce that a new company, Beagle Aircraft Sales (Australasia) Pty. Ltd., has been established at Sydney as part of the aviation interests of Mr. Bryce Killen, the Australian industrialist. It will have full distributor rights throughout Australia and New Guinea for the Beagle range of light aircraft. On 22nd July Mr. L. C. Williams, managing director of Beagle Aircraft Sales (Australasia) Pty. Ltd., formally accepted delivery of the new company's first aircraft, a seven-seat Beagle B.206.

### Skyhawk trainers

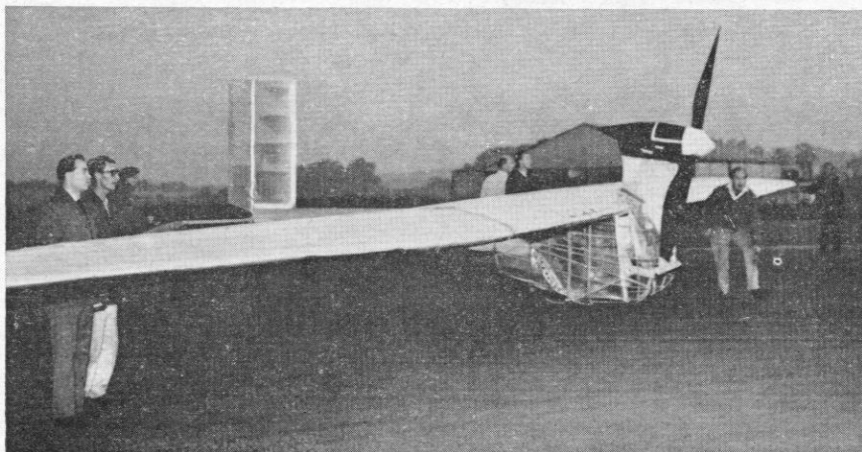
Douglas have received a contract from the U.S. Navy to develop and produce thirty-five TA-4E advanced jet trainers, two-seat versions of the A-4E Skyhawk light attack bomber. The TA-4E trainer will be powered by a Pratt & Whitney J-52P-8A with 10 per cent more thrust than the A-4E's engine. Maximum speed will be 675 m.p.h. and cruising speed 500 m.p.h.; range with external tanks will be about 2,000 miles.

Conversion of the Skyhawk into a trainer involves the addition of a 28-in. section aft of the present cockpit for a second seat and controls. The first TA-4E made its maiden flight on 30th June.

### Two new Aero Commanders

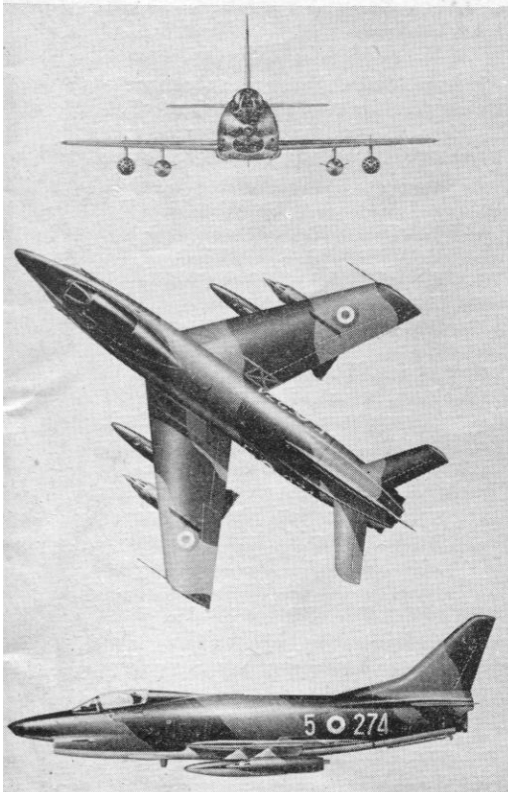
The Rockwell-Standard Corporation which, through its Aero Commander Division, has been producing twin-engined executive and light transport aircraft since 1958, has now entered the single-engined light aircraft field with the announcement of two new models: the Aero Commander 100 and Aero Commander 200.

The 100 is a four-seat, all-metal, high-wing monoplane which was previously manufactured by Volaircraft Inc. as the Model 10. Powered by a 150-h.p. Lycoming



Latest contender for the £5,000 Kremer prize is the Southern Group's two-man-powered aircraft, which made its first attempt to fly on 18th July. It reached a speed of about 15 m.p.h. but a pedal snapped and it failed to get airborne; further attempts are to be made shortly. Covering is of aluminium foil and the machine has a span of about 90 ft.

AIR PICTORIAL



LEFT: Three-view of the Fiat G.91Y tactical reconnaissance fighter which, developed from the G.91T, is powered by two 4,080-lb. s.t. General Electric J85-13s instead of a single Bristol Orpheus, has a larger wing, and promises greater payload/range capabilities. RIGHT: The Sikorsky "Rotoprop" fitted to an S-61A



O-320-A, it has a top speed of 142 m.p.h. and cruises at 128 m.p.h. Maximum range is 650 miles and weight of the machine is 1,280 lb. empty and 2,250 lb. loaded. Dimensions are 35 ft. span, 22 ft. 6 in. length, and 9 ft. 4 in. height.

The second machine, the Aero Commander 200, is a four-seat, all-metal, low-wing monoplane with retractable tricycle undercarriage, which was originally developed by the Meyers Aircraft Co. Powered by a 285-h.p. Continental IO-520-A, the 200 has an optimum cruising speed of 218 m.p.h. and a range of 1,380 miles. Weight is 1,940 lb. empty and 3,000 lb. loaded; dimensions are 30 ft. 6 in. span, 24 ft. 4 in. length and 7 ft. 4 in. height.

Production facilities at Aliquippa, Pennsylvania, and Tecumseh, Michigan—the

former Volaircraft and Meyers plants—have been taken over and, to speed 100 and 200 production, will be augmented by a new factory at Albany, Georgia. Twin-engined Aero Commander aircraft will continue to be produced at Bethany, Oklahoma.

#### Sikorsky "Rotoprop"

Sikorsky Aircraft successfully completed the first test flight on 5th July of a new combination tail rotor-propeller called a "Rotoprop", mounted on the company-owned S-61A N318Y. The device is similar to that proposed for the Sikorsky S-66 high-speed compound helicopter now being designed for the U.S. Army's advanced aerial fire support system (AAFSS).

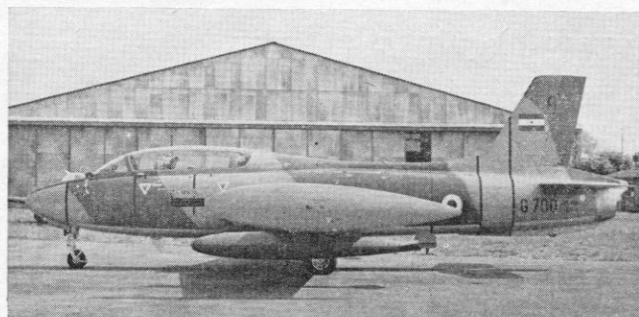
The Rotoprop serves both as a helicopter

tail rotor and a pusher propeller. In helicopter flight, it provides side thrust to counter main rotor torque and to give directional control. In high-speed flight it provides forward thrust by turning 90 degrees aft and serving as a propeller, while directional control is supplied by a conventional aeroplane rudder. Swivelling of the Rotoprop is controlled by a push-button in the cockpit.

#### H.S.748 developments

Development of the Hawker Siddeley 748 has enabled its all-up weight to be increased by a further 1,000 lb. to a new maximum of 44,500 lb., zero fuel weight being increased by 500 lb. to 37,500 lb. These increases give airline operators a payload increase of 740 lb. or a range

LEFT: Macchi MB.326B Y81502 "FB:502" is the third of a batch of six for the Tunisian Air Force; colour scheme is pale grey with fluorescent yellow tiptanks and tail tips. RIGHT: The first of seven Macchi MB.326Fs for the Ghana Air Force, G-700 is camouflaged sand and spinach with sky undersurfaces and has day-glo red extremities and fuselage band





Magisters of the Belgian Air Force's "Red Devils" aerobatic team—MT 11 c/n. 268 in foreground. They are finished red with a white line on the fuselage, and the Belgian national colours (black, yellow and red) appear beneath the wings and tail (Photo: Guy Destrebecq)

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increase of 160 miles. In addition, fuel capacity of the 748 has been increased to 1,440 Imp. gal.

Over one hundred H.S.748s have been sold, exported machines being worth a total of over £25 million.

### Belgian A.F. news

The Belgian Air Force recently took delivery of three Lockheed TF-104G Starfighter two-seat trainers, flown across the Atlantic by a Canadian CL-44 of the Flying Tiger Line. The B.A.F.'s aerobatic team, "The Red Devils", which was disbanded

in October 1963, has been re-formed on Fouga Magisters and made its first public appearance at a display at Brusthem on 27th June. The present state of the Belgian Air Force is given in the table below compiled by Mr. Guy Destrebecq.

### Mirage IV for R.A.F.?

Dassault have offered the R.A.F. a special version of the Mirage IVA as a substitute for the cancelled TSR-2 and as a cheaper alternative to the General Dynamics F-111 on which Britain has an option. The Mirage IV would have a strengthened wing to suit it for low flying and be powered by two Rolls-Royce Speys to increase range, particularly at low level.

### BELGIAN AIR FORCE ORGANISATION

#### Operational Group

1st Wing (Beauvechain)	349 and 350 Squadrons	Lockheed F-104G (all-weather fighter)
2nd Wing (Florennes)	1st and 2nd Squadrons	Republic F-84F (fighter-bomber)
10th Wing (Petit Brögel)	23rd and 31st Squadrons	Lockheed F-104G (fighter-bomber)
15th Wing (Melsbroeck)	20th Squadron	Fairchild C-119G
	21st Squadron	C-47B, DC-4, DC-6, Pembroke
	40th Squadron	Fairchild C-119G
42nd Squadron (Bierset)		Republic RF-84F (reconnaissance)

#### Training Group

E.F.S. (Gossoncourt)  
A.F.S. "Ecole de perfectionnement" (Brusthem)  
Advanced and blind flying training (Chièvres)  
Air-Sea Rescue Flight (Coxsyde)

Stampe-Renard SV.4B  
Fouga CM.170 Magister  
Lockheed T-33  
Sikorsky HSS-1 and S-58

In addition, the B.A.F. has two wings (9th and 13th), equipped with Nike Ajax and Hercules ground-air missiles, based in West Germany.

## NEWS IN BRIEF

**Alaskan Airlines**, who recently cancelled their order for two civil versions of the Lockheed C-130, are now reported to be interested in acquiring two Short Belfasts. **The U.S.A.F.** is to equip 255 Boeing B-52Gs and 'Hs (in seventeen Wings) with nine short-range attack missiles each.

**Martin** have received a contract to modernise nine RB-57D Canberras to extend their lives by eight years.

**The Italian Air Force** has ordered twenty-five Piaggio-Douglas PD.808 light jet transports. They will also be used for training and radar calibration.

**No. 224 Squadron, R.A.F.**, equipped with Shackletons and based at Gibraltar, is to receive its Standard on 29th October.

**Frank Sinatra**, the singer, has taken delivery of Lear Jet N175FS, named "Christina II" after his daughter.

**Timmings Aviation Ltd.**, Montreal, and William C. Wold Associates, New York, have jointly sold two Viscounts, one to T. E. Mercer Cos., Fort Worth, Texas, and the other to Air Inter, the French domestic airline.

**The Midlands School** of Flying has moved its base from Derby Airport, Burnaston, to the new East Midlands Airport at Castle Donington, Leics.

**The India Air Force's** initial order for the Hindustan HF-24 Maruta jet fighter is for sixty aircraft. It is expected that at least another twenty will be ordered.

**The U.S.A.F.** is to retire fifty of the sixty-one remaining C-118 Liftmasters in MATS service; some may go to the U.S. Navy.

**D.H. Canada** are reported to be contemplating the development of a small STOL aircraft of 3,000-4,000 lb. gross weight.

**The U.S.A.F.** has a requirement for a new fighter-bomber (preliminary designation "FX") to bridge the gap between the Skyraider, still being used in Vietnam, and the F-4 Phantom and F-111A.

**The Herts and Essex Aero Club** are holding a display and fly-in at Stapleford Aerodrome, near Abridge, Essex, on 5th September.

**The next Hanover Air Show** will be held on 29th April to 8th May 1966.

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