

World Air News

Concordes for Japan

JAPAN AIR LINES have ordered three BAC/Sud Concordes, for delivery in the early 1970s. This contract brings the number of airlines which have ordered the Concorde to ten, and the total aircraft involved to forty-eight. Other sales negotiations are in progress. The full list of orders is: BOAC eight, Air France eight, Pan-American six, Continental three, American Airlines six, TWA six, Middle East Airlines two, Qantas four, Air-India two, and Japan Air Lines three.

J.A.L.'s Concordes will reduce current flight times to less than half and will be able to fly from Tokyo to Honolulu in 3 hours 25 minutes. At a meeting in Tokyo when the contract was signed, Mr. Shizuma Matsuo, President of J.A.L., said that

purchase of Concordes had been decided upon because flight range and passenger capacity had been increased. "Previously", he added, "we did not consider the Concorde mainly because it could not fly non-stop from Tokyo to Honolulu, one of our major routes."

The J.A.L. president also said that: "Another reason for our purchase of the aircraft is that Concorde will be in scheduled service on world airlines earlier than the U.S. supersonic transport."

One-Elevens for British Eagle

British Eagle International Airlines have placed an order with the British Aircraft Corporation for three BAC One-Eleven Series 300/400 short-haul jet airliners and taken an option on three more. The first

three will be delivered in time for the airline's 1966 summer schedules. Value of the order is about £4½ million.

British Eagle will be the first British airline to fly the new and improved 300/400 Series, which have more powerful Rolls-Royce Spey 25s (11,000-14,000-lb. thrust). Currently operating seventeen Britannias and six Viscounts, British Eagle were the first private British airline to operate jet aircraft when, in 1961, they acquired Boeing 707s for their transatlantic services, but these were later transferred to the newly formed B.O.A.C.-Cunard company. One-Eleven orders and options now total 101 of which all except those for British Eagle and ten B.U.A. aircraft are for export.

Chinese helicopter

A recent visitor to the Sikorsky plant at Stratford, Connecticut, was Major General Chia Jen Chu who revealed that he had designed his own helicopter, the two-seat CJC-3A, before his recent retirement from the Nationalist Chinese A.F. in Formosa. A photo of the machine appears here by courtesy of the Editor of *Sikorsky News*. Three models of the CJC-3A were built. "It took many years to develop", said the General, "and then I was never completely satisfied." Of tandem-rotor layout, it weighed slightly more than 2,000 lb. and was of all-metal construction.

In pre-war days in China, General Chia designed and built a biplane christened the "City of Suchow". He turned it over to the Chinese A.F. shortly before the Japanese declared war on China, but "never saw it again".

Lockheed win C-5A contract

The U.S. Department of Defense has awarded a contract to the Lockheed Aircraft Corporation to develop the C-5A transport for the U.S.A.F. Other contenders in the competition were Boeing and Douglas. The C-5A will weigh some 350 tons and is designed to carry 600 fully armed troops or 700 passengers non-stop across the Pacific at a cruising speed of over 500 m.p.h. The initial production order is for fifty-eight aircraft.

Due to become operational in 1969, the C-5A will be powered by four General

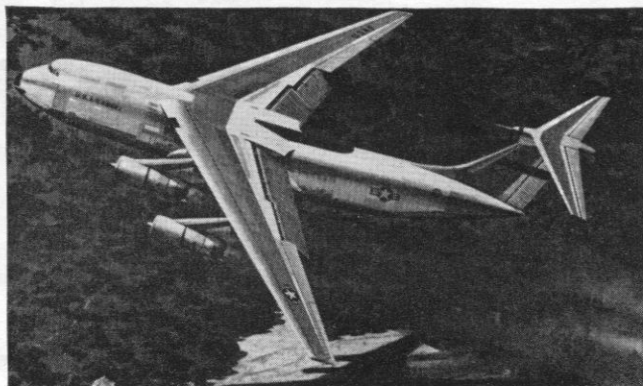


At Cranwell for "Exercise Unison 65" was Andover C.1 XS594, which demonstrated its "kneeling" undercarriage, designed to facilitate loading and unloading

The CJC-3A helicopter designed by Maj.-Gen. Chia Jen Chu



An artist's impression of the Lockheed C-5A military transport



Electric GE1-6 turbo-fan engines, each estimated to give a thrust of 40,000 lb. The aircraft will be able to carry a complete U.S. Army infantry division. A typical load would include a helicopter, a tank, missiles, trucks and jeeps, or a similar combination of outsize heavy equipment. The C-5A will be able to land on relatively unprepared fields and will "kneel" for unloading and loading operations. The fuselage will have two decks; the lower (cargo) deck will be 19 ft. wide, 13½ ft. high and 145 ft. long.

Hawker Siddeley 125 orders

Two Hawker Siddeley 125s have been ordered by Gregory Air Services Ltd., the charter company operating from London, Liverpool and Newcastle. The first will go into service next month. Gregory's have also placed an option on two more and the total value of the contract is £1.2 million.

HS.125 sales now total eighty-one plus five options. This includes eight aircraft recently ordered by undisclosed customers and two HS.125s with special instrumentation for Qantas who will use them as "airborne simulators" for their Boeing 707s. Among the export sales are forty HS.125s for the U.S.A. and Canada, of which twenty-six have been delivered.

Customers' reports of HS.125s in service state that the type is exceeding its handbook figures for time to height, cruising speed and fuel consumption.

S.A.A.F. chooses Macchi MB.326

Despite strong indications that it would adopt the Potez Magister, the South African Air Force has finally chosen the Macchi MB.326 as its new jet trainer/light attack aircraft. It is reported that the total order will be for as many as 300 aircraft; this seems quite credible as, over a year ago, the S.A.A.F. indicated that it would like to buy 250 Jet Provosts but did not dare place such an order with Britain as it seemed likely that the contract would be cancelled if Labour got in power.

Plans now are for the first sixteen Macchi MB.326s to be supplied complete from Italy, followed by ten in major assembly form, forty in sub-assembly form, and thereafter licence production in South Africa of complete airframes by the Atlas Aircraft Corp. In S.A.A.F. service the machine will be known as the Impala, and the first is expected off the production line in September 1966.

U.S. carriers for Royal Navy?

The Royal Navy is exploring the possibilities of acquiring one or perhaps two aircraft-carriers from the U.S.A. This is part of a study to see whether it would be cheaper to buy American carriers, which could operate J79-powered Phantoms, than the present intended programme which entails re-engining the Phantom with Rolls-Royce Speys and building a new 50,000-ton carrier in Britain.

To fulfil its commitments, the Royal Navy believes that its carrier strength should not be allowed to fall below a mini-



The R. Swedish A.F.'s F 11 Wing at Nyköping took delivery of the first S 35C, photo-reconnaissance version of the SAAB-35 Draken, on 17th August

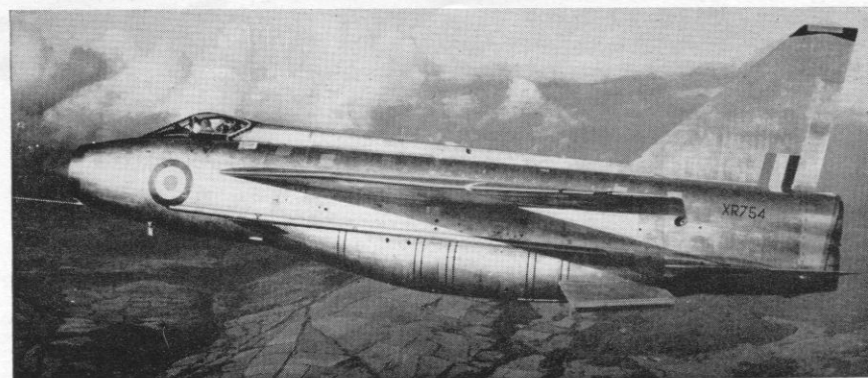


Sidewinder-equipped Sabres of "The Panthers", the aerobatic team formed by No. 76 Squadron, R.A.A.F. The squadron is based at Williamtown, N.S.W.



ABOVE: Trident 1E G-ASWU (to be 9K-ACF), the first for Kuwait Airways, over the Himalayas during recent trials. Colour scheme is green and white

BELOW: A recent production Lightning built to full F.3 standard—i.e., with the outer wing leading edges extended to incorporate camber





LEFT: Also at Cranwell for "Exercise Unison" was Dominie T.1 XS712, now with No. 1 A.N.S., Stradishall; fuselage has a white top, red band, and grey underside. RIGHT: The fourth of ten Lockheed C-130E-100-LMs for the Turkish A.F.

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...mum of five (excluding the two Commando carriers *Albion* and *Bulwark*), which would normally be disposed as follows: two east of Suez, one working up in the Mediterranean, one in Home waters, and one under refit. *Centaur*, 22,000 tons, is now getting old and is too small to operate Phantoms; *Hermes*, 23,000 tons, although more modern and better equipped, is likewise too small; and *Victorious*, 30,530 tons, although large and fast enough, dates back to World War II. This leaves *Ark Royal*, 43,340 tons, and her recently rebuilt near-sister *Eagle*, 44,100 tons.

It is understood that the only carriers the U.S.A. might be prepared to sell are ships of the improved "Essex" class, 33,100

tons. These were built in W.W.II but now incorporate angled decks, steam catapults, etc. The U.S. Navy, however, generally prefers to operate Crusaders and not Phantoms from these ships as safety margins are considered inadequate.

TWA's massive order

Trans World Airlines have placed an order worth approximately £57,143,000 with Boeing for twenty-three more aircraft: nine 707-131Bs, four 707-331Bs, three 707-331Cs (convertible cargo version), one 727 and six 727QCs ("quick-change" convertible passenger/cargo version). Two aircraft will be delivered in 1966 and the remainder in 1967, by which time TWA will have a fleet of 171 jet aircraft compared with their present 112.

TWA plan to retire all their piston-engined aircraft next year, when the first of twenty Douglas DC-9s will be introduced, and their 171-aircraft fleet in 1967 will then consist of: fifteen 707-131s, thirty-six 707-131Bs, eleven 707-331s, twenty-four 707-331Bs, ten 707-331Cs, twenty-three 727s, six 727QCs, twenty DC-9s and twenty-six Convair 880s.

Buccaneer's Atlantic flight

On 4th October a Hawker Siddeley Buccaneer S.2 (XN974) made a non-stop flight across the Atlantic, without in-flight refuelling, from Goose Bay, Labrador, to R.N.A.S. Lossiemouth, a distance of 1,950 miles. The first Fleet Air Arm aircraft ever to make the crossing non-stop, the Buccaneer also effectively demonstrated the Spey-engined version's increased range. The machine was one of three S.2s (the others were XN976 and XK527) that recently completed tropical trials at U.S.N.A.S. Pensacola, Florida. Included in the trials were carrier operations from the U.S.S. *Lexington*, one of the original "Essex" class ships.

Buccaneer development

According to recent reports Hawker Siddeley at Brough are developing an advanced version of the Buccaneer known as the "Buccaneer S.2*" which is being offered to the R.A.F. as a substitute for the TSR-2. Principal modifications include provision for much of the TSR-2's electronic equipment, such as sideways-looking radar and Linescan, and the fitting of a redesigned undercarriage suitable for soft-field operation.

Re-equipping with Lightnings

No. 5 Squadron, R.A.F., until recently based at Geilenkirchen, Germany, and flying Javelin FAW.9s, is not to disband as we stated in last month's issue, page 345, but has returned to Britain to re-equip with Lightning F.3s. It will in future be based at Binbrook, Lincs.

No. 20 Squadron is fifty

No. 20 Squadron, R.A.F., which several times in the past year has been in action against Indonesians infiltrating into Malaya, celebrated the 50th anniversary of its formation on 1st September. Commanded by S/Ldr. C. M. Bacon, the



ABOVE: Spitfire VB AB910 was presented by BAC to the R.A.F. at Coltishall on 15th September—see last month's issue. BELOW: No. 20 Squadron (Hunter FGA.9s and two T.7s) celebrating its 50th anniversary at Tengah



squadron is based at Tengah, Singapore, and flies Hunter FGA.9s. In 1962 it spent six months on detachment in Thailand during the Laotian crisis. A history of the squadron appeared in the January 1965 issue of *Air Pictorial*.

Turboprop Auster

The Auster Autocrat G-AGVI fitted with a 120-s.h.p. Rover TP90 turboprop (illustrated on page 409 of this issue) has received its C. of A. The conversion was carried out by the Hampshire Aeroplane Co. Ltd. who plan to convert a further twenty aircraft; Rover TP90 conversions are also envisaged for Chipmunks. Advantages of the conversion are cheaper running costs and reduced vibration and noise in the cabin.

NEWS IN BRIEF

Six developed Hawker Siddeley Kestrels are to be ordered for the R.A.F. Engine will be the Pegasus 6 which, with plenum chamber burning, gives 18,000-lb. thrust compared with the Pegasus 5's 15,500 lb. **Boeing engineers** are now working in Germany with EWR-Süd on a variable-sweep development of the VJ 101 designated Boeing-EWR 360.

L.A.N.-Chile have sold three Convair 340s to North Central Airlines and acquired three DC-6Bs from Western Air Lines.

The U.S.A.F. has requested the purchase of 200 General Dynamics B-111s (three-seat, longer-fuselage bomber versions of the F-111) for SAC. Some controversy is anticipated.

The Fuji F-200, a new Japanese four-seat light aircraft, made its first flight on 12th August. It is powered by a 160-h.p. Lycoming.

Union of Burma Airways have ordered two more Fokker Friendships, bringing their total to five. Friendship sales now stand at 342, apart from the 100 to be built in Indonesia.

The Zambia A.F. now has eighteen aircraft: four Caribou, six Beavers, four Dakotas, two Pembroke and two Chipmunks.



The first of, it is believed, thirty-two Dassault Mirage IIIEZs for the South African Air Force, which already has sixteen IIICZs and three IIBZs



South African Army Cessna 185 Skywagon 719 is one of twenty-four (serials 710-733) delivered in 1962; twelve more are on order. They serve with No. 42 Air Recce. Squadron, Potchefstroom, and its auxiliary counterpart, No. 41

The Vietnamese A.F. is to receive four ex-U.S.A.F. Martin B-57 Canberras; they will be the V.N.A.F.'s first jet aircraft.

Henri Mignet, designer of the *Pou du Ciel* ("Flying Flea"), died in France on 10th September at the age of 71.

British West Indian Airways are to order a fourth Boeing 727. Their first entered service earlier this year.

The Luftwaffe may order a further 150 F-104G Starfighters. Current contracts are for 700, including 100 for the German Navy.

Walt Disney Productions have taken delivery of Beech 90 King Air N234MM, radio call-sign "234 Mickey Mouse".

Sterling Airways, the Danish charter company, have ordered a fourth Caravelle Super B. Caravelle sales now total 204.

The prototype North American XB-70A Valkyrie (illustrated, October issue, page 344) reached a speed of Mach 2.81 (about 1,900 m.p.h.) on 17th September.

Aerolineas Argentinas have ordered four Boeing 707-320Cs to succeed their Comet 4s. This ends a year-long battle in which the VC10 and DC-8 series 50 were the other contenders.

Test Pilots Talking

MEET THE TEST Pilots. Visitors may attend without prior notification the tenth Air-Britain Test Pilots' Forum organised by the London Society of Air-Britain; from 7 to 10 p.m., Wednesday, 10th November, in the lecture-theatre of the Holborn (Camden) Central Library, 38 Theobalds Road (near Gray's Inn Road), W.C.1.

P-47 THUNDERBOLT

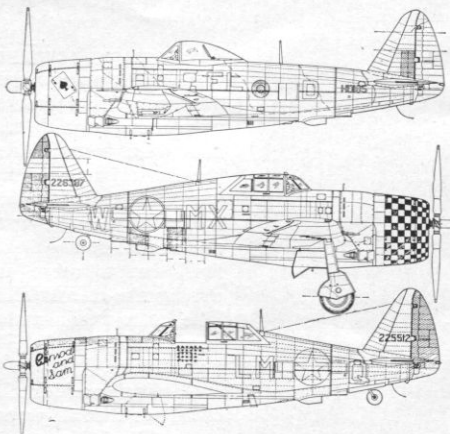
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TEN OF MY RULES FOR AIR FIGHTING.

1. What you see is the whole of the race, but don't think of it as such and only when you're right are definitely OK.
2. Whilst standing back of settings also, bear the whole of the body, but, both hands on the stick, concentrate on your ring right.
3. Always keep a sharp lookout "Keep your finger out".
4. A flight given "See the initiative".
5. Always turn and face the attack.
6. Make your decisions promptly. It is better to act quickly even though your tactics are not the best.
7. Never fly straight and level for more than 50 seconds in the combat area.
8. When diving to attack change time a proportion of your formation above to other big guns.
9. INITIATIVE, AGGRESSIVENESS, DISCIPLINE and TEAM WORK are words that MEAN something in Air Fighting.
10. Who to quickly - Punch hard - Get out!



Ten of my Rules for AIR FIGHTING

By Wing Commander Malan, D.S.O., D.F.C.

These notices were issued by W/C Malan, D.S.O., D.F.C., famous Battle of Britain pilot and Biggin Hill Sector Leader—and were prominently displayed in all fighter pilots' crew rooms throughout the war, and contain his rules for going in, attacking, and getting out.

Size 10" x 14 1/2", these highly prized 25-year-old documents signed by W/C Malan are a must for historians and aviation enthusiasts alike to be given a place of honour in your den, club or crew room.

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