

World Air News

Government backs Islander

THE MINISTRY OF Aviation announced on 1st November that authority has been given for a 50 per cent contribution towards the launching costs of the Britten-Norman BN-2 Islander, subject to satisfactory contract negotiations and Government participation in the proceeds of sales.

Britten-Norman feel that this assistance by the Government has been "brilliantly timed", because although there has to date been no slippage in the planned Islander programme—design work started in April 1964, first flight 13th June 1965—there

was a serious risk that deliveries of aircraft to customers, the first of which is scheduled for August 1966, could have been delayed by financial problems arising out of the current credit squeeze.

The prototype Islander has now completed 245 test flights which covered the investigation of the entire flight envelope. The aircraft's handling and performance is excellent—well up to, and in some areas better than, expectation. The aircraft is at present in the works for modifications which are expected, at no extra cost to production aircraft, further to improve the

performance and increase the payload in hot countries, to which the majority of these aircraft will be exported. These changes include an increase in the wing span from 45 ft. to 49 ft. and the installation of 260-h.p. Lycoming O-540 engines in place of the 210-h.p. IO-360s fitted to the prototype.

To date firm orders with deposits have been placed for thirty Islanders and enquiries for export sales run into "hundreds". Basic export price of the Islander is £17,500.

BAC-Sud-Dassault airliner

British Aircraft Corporation have confirmed reports from Paris that they are working with Sud-Aviation and G.A.M. Dassault on design studies for a new large-capacity medium-range jet airliner. The project being studied is an aircraft able to carry 200-240 passengers at 550 m.p.h. over distances ranging from 250 to 1,250 statute miles. Such an aircraft could be available for service in 1972.

Stretched Friendships for Ozark

Ozark Air Lines have ordered twenty-one Fairchild - Hiller FH-227s. The FH-227s, together with six previously announced Douglas DC-9s, will replace twenty-one DC-3s, fifteen Martin 404s and seven F-27s. The first FH-227 will be delivered in June 1966, and will coincide with delivery of the first DC-9.

The FH-227 has a fuselage 6 ft. 6 in. longer than that of the F-27 and higher powered engines (Rolls - Royce Dart 532-7s); it is certificated for gross weights of 43,500 lb. compared with the F-27's 39,400 lb. Up to fifty-two passengers can be accommodated although Ozark's FH-227s will be laid out for forty-eight.

One-Elevens for British Midland

British Midland Airways have ordered two BAC One-Eleven Series 300 short-haul jet airliners for delivery in early 1967. They will be used on routes serving a number of cities in the U.K. and Europe and, says the airline, "will reduce flying times to mere minutes". Typical examples quoted for services from the East Midlands Airport include: Barcelona, 120 minutes; Jersey, 46 minutes; Ostend, 40 minutes; Palma, 146 minutes. British Midland plan to phase out their piston-engined equipment in favour of an all-turbine fleet of One-Eleven jets and Herald prop-jets.

The British Midland order brings the total number of One-Elevens on order or on option to 103 (eighty-two firm orders, twenty-one options). All but eighteen of these aircraft (fifteen firm orders, three options) are for overseas customers.

Heralds for Philippines

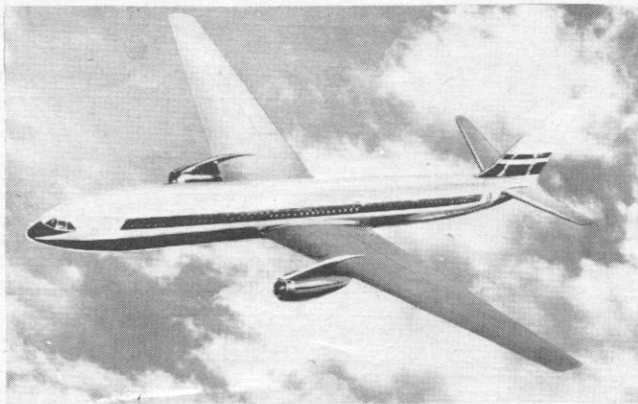
Two Handley Page Herald Series 200s have been ordered in the Philippines by Air Manila. This contract follows on the heels of another from Asia for two Heralds for Far Eastern Air Transport. Total value of both orders for Herald aircraft and their spares is £1½ million. Air Manila started



ABOVE: The last of four Fokker F.27 Troopships for the Sudan Air Force; national markings are blue, yellow and green (centre of roundel)

BELOW: Bearing the green and white insignia of the Royal Saudi Air Force this Lockheed C-130E Hercules is one of four bought by Saudi Arabia





Impressions of two French high-capacity short-haul airliner projects—LEFT: Sud-Aviation Galion, powered by two Rolls-Royce RB.178s and designed to carry 210 passengers at Mach 0.85 over stages of 200-1,000 naut. miles. RIGHT: The Nord 600 which, powered by four R-R Speys, will carry 250 passengers at Mach 0.8

operations in January 1965 and now serve a number of commercial and tourists points throughout the Philippine islands.

In addition, Globe Air, the Swiss independent charter airline, have placed options on three of the latest Herald Series 700s which, powered by 2,105-e.h.p. Dart 527s, have an all-up weight increased to 45,000 lb. and 280 gal. more fuel capacity. This follows Globe Air's success with their four Series 200 Heralds, the first of which entered service in 1963.

To date seventeen operators have ordered fifty-seven Heralds. Of these, fifty-one are for overseas customers. The value of exports—90 per cent of all private-venture Heralds and their spares ordered so far—is now nearly £18 million.

First civil Wessex

On its first day of operations Westland Wessex 60 G-ATBY, the first civil Wessex and the first of four for Bristow Helicopters, carried out a full operational programme during the extreme gale conditions of early November. Flying across the angry waters of the North Sea between a coast base and offshore oil rigs, a distance of 42 nautical miles, the machine carried a full quota of twelve members of a rig crew and equipment each way during the change-over period. This machine was handed over to Bristow's on 21st October.

A member of the Air Holdings Group and an associate of British United Airways, Bristow Helicopters operate Europe's largest helicopter fleet, which will total seventy-two machines by the end of this month.

The Wessex 60 is the first twin-engine



PI-C962, the first of two NAMC YS-11s for Filipinas Orient Airways (see October issue, page 344), takes off from Komaki, Japan, on 20th October on delivery to Manila. It is now in service on routes between Manila, Cebu, Davao, Cagayan and Bacolodo



ABOVE: Westland Wessex 60 G-ATBY, the first of four for Bristow Helicopters

As recorded last month, Buccaneer S.2 XN974 became the first Fleet Air Arm aircraft to cross the Atlantic non-stop when it touched down at Lossiemouth on 4th October after taking off from Goose Bay, Labrador; note tail markings





N5015, the first of thirty BAC Series 401 One-Elevens on order for American Airlines, was rolled out at Hurn on 30th October

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civil helicopter to be produced in Europe, and is the counterpart of the Royal Navy's Wessex 5 and the R.A.F.'s Wessex 2. Powered by two 1,350-s.h.p. Bristol Siddeley Gnomes, it has a maximum economical cruising speed of 120 m.p.h. and range with standard fuel tankage of 310 miles.

Turkish Air Force

The United States plans to supply Turkey with forty Northrop F-5s, sufficient for two squadrons, before the end of this year and further F-5s at the rate of a

squadron a year for at least the next four years. The aircraft will be divided between the 1st and 3rd T.A.F.s, based in the western and eastern parts of the country respectively. Reports from Ankara, however, state that the Turkish A.F. is not happy about the F-5 and would prefer the McDonnell F-4 Phantom II which would be better able to counter the threat posed by Russia's MiG-21s.

Current equipment of the Turkish A.F. consists of twelve squadrons of F-100 Super Sabres, three squadrons of F-86E and 'F' Sabres, one reconnaissance squadron with RF-84F Thunderflashes, and two

F-104G Starfighter squadrons. Transport elements include the first five of ten C-130s and some C-47s and C-54s. Turkey is also to acquire fifteen Dornier Do 27s and five Do 28s.

HS.125 for Mexican bank

The Banco Nacional de Mexico S.A. has purchased a Hawker Siddeley 125, the first jet aircraft to be sold in Mexico for business purposes. The Bank previously used a Heron for its business communications. HS.125 sales total eighty-one.

Skyhawks for Australia

Ten Douglas Skyhawks, eight A-4Es and two two-seat TA-4Es, are to be purchased for the Royal Australian Navy. They will replace Sea Venoms for air defence aboard the carrier *Melbourne*. Primarily an anti-submarine carrier, with Westland Wessex Mk. 31s, the *Melbourne* is due for modernisation but owing to the international situation, the ship cannot yet be taken out of service.

Irish helicopter company

During his official visit to Shannon Airport on 20th September, Mr. Erskin Childers, Irish Minister of Transport and Power, inaugurated the newly formed Trans World Helicopters Ltd. The company has recently been appointed agent for Hughes helicopters in the U.K., Europe, Middle East and parts of Africa. Two Hughes 300 three-seat helicopters have been delivered to Shannon for demonstration.

Phantom Spey cleared

Less than seven months after engine running began, flight approval testing has been completed for the supersonic Rolls-Royce Spey 25 turbofan. This gives clearance for it to be flown in the McDonnell Phantom II.

Spey-powered Phantoms will have a greater range, endurance and radius of action, and will also carry greater military loads than J79-powered Phantoms. The combat performance of the aircraft is also improved because the Spey has a much greater thrust boost with reheat than any plain jet engine. As a result, the supersonic acceleration of the Spey-powered Phantom will be much superior to that of earlier Phantoms.

Civil Hercules sales

Two Lockheed Model 382B Hercules commercial air freighters have been sold to Continental Air Services for use in South East Asia; this firm has also placed an option on a third. Deliveries are to be made before the end of this year. In addition, a Canadian airline, Transair, has taken up its option on one Model 382B, which will be delivered in mid-1966.

Anglo-U.S. lift engine

A new advanced lift jet engine for V/STOL aircraft is to be developed by Rolls-Royce and an American engine manufacturer under an agreement signed by



ABOVE: Twelve Northrop F-5s of the 4503rd TFW will shortly be flying from Williams AFB to an operational base in Vietnam. Three are here seen practising refuelling from a KC-135. BELOW: The first McDonnell RF-4C Phantom for the 26th TRW, Toulouse-Rosieres (see November issue, page 401)



the British and U.S. governments. The U.S. government has also let a study contract to a number of airframe constructors for a composite-powerplant aircraft which would use the new lift engines.

HS.748 in Panama

The first Hawker Siddeley 748 for scheduled airline service in Central America began operating within 24 hours of arriving in Panama on 13th October. The aircraft has been leased by Compania Panama de Aviacion (COPA) who operate to Colombia, Costa Rica and Miami.

U.S. civil aircraft

Statistics issued by the Federal Aviation Agency show that at the end of 1964 there were 90,935 "active" civil aircraft in the U.S.A., 2,193 of which belonged to airlines; of the latter, 2,081 were actually engaged in airline operations. Total numbers of turbine-powered and piston-engined airliners in 1964 were 812 and 1,362 respectively.

Comet for Shuttleworth

The famous de Havilland D.H.88 Comet G-ACSS, "Grosvenor House," which won the 1934 Mildenhall-Melbourne air race, was presented to the Shuttleworth Collection on 30th October. It had previously been preserved at Leavesden.

NEWS IN BRIEF

Northrop are offering a more powerful version of the F-5 (total thrust increased from 8,600 lb. to 10,400 lb.) which they say will match the Breguet Jaguar in performance and be ready three-four years earlier.

Training bases for British Phantoms are likely to be Coningsby (R.A.F.) and Yeovilton and Lossiemouth (R.N.).

The Argentine A.F. is to have fifteen DINFIA Guarani II turboprop transports to replace some of its DC-3s. An order for a further nine Guarani is anticipated.

Beechcraft have produced their 8,000th Bonanza, which has been delivered to the Norman Larson Co. of Van Nuys, California. The first Bonanza flew on 22nd December 1945.

Air Canada have ordered four Model 61 long-fuselage versions of the Douglas DC-8 and ten DC-9 Model 32s. The latter, a new variant, has a 14 ft. 11 in. longer fuselage and 4 ft. greater span.



EP-RLS, the first D.H. Canada Turbo-Beaver for export, has recently been delivered to the Red Lion and Sun Organization (Iranian Red Cross), Teheran



Mach 2 Dassault Mirage IV bombers being assembled at Bordeaux-Mérignac. A Spey-engined version is still being considered for the R.A.F.

Loganair, the Glasgow-based air taxi company, have ordered two Britten-Norman Islanders for delivery in June 1966.

The L-T-V A-7A Corsair II light attack carrier aircraft made its first flight from Hensley Field NAS on 27th September.

Some Boeing B-52s are being modified to carry more conventional bombs internally. Present typical load over Vietnam is 27 x 750-lb. in the bomb-bay and 12 x 750-lb. under each wing.

McDonnell F-4C Phantom fighters are now re-equipping the U.S.A.F.'s 81st TFW at Bentwaters. The first arrived in Britain on 3rd October.

Ansett Transport Industries have ordered two Fokker F.27s, bringing the Ansett group (six airlines) total up to twenty-one. Friendship sales now total 365, including the recent Ozark order.

Austrian Airlines have ordered two Hawker Siddeley 748s, for delivery in the spring of 1966. HS.748 sales now total 104.

The first Vickers VC10, XR806, for R.A.F. Transport Command was rolled out at Weybridge on 8th November. Fourteen are on order.

Bechuanaland National Airways (Pty.) Ltd. has been formed at Francistown with one DC-3 to operate domestic and international services.

The Chilean A.F. has purchased six Hiller 12E helicopters for its search and rescue service.

No. 110 Squadron, R.A.F., based at Seletar, Singapore, and equipped with Whirlwinds and Sycamores, receives its Standard on 3rd December.

Mooney Aircraft Corp., U.S. agents for the Japanese Mitsubishi MU-2, have sold their first MU-2 to Qualetron Aero Inc., Burbank, California.



The Lear Jet Corp. have announced a new twin-Spey-powered transport, the Lear Liner Model 40, designed to carry up to twenty-eight passengers at a normal cruising speed of Mach 0.77. Range will be 2,000 miles

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