



The Nord 2501 Noratlas transport of the French Air Force is seen with the new, extended, dorsal fins which are to be retro-spective modifications on this type. As recorded on this page, two Noratlas are due to be demonstrated in Sydney during March and April this year. The helicopter is the latest version of the S.E.3130 Alouette, with the now-complete cockpit enclosure.



given as: two Nord 2501 Noratlas, one of them transporting an S.O.1221 Djinn helicopter, and a Max Holste 1521 Broussard. This list, however, is not necessarily complete. Stops are likely to be made at Ankara, New Delhi, Djakarta, Melbourne, Sydney and Pnom Penh.

Nord 1203 Norécrin. This new development of the Norécrin, powered by a 160 h.p. S.N.E.C.M.A. engine, is now at the Brétigny flight-test centre. It is extensively soundproofed and has a new type of silencer. Cruising speed has risen in this version from 130 m.p.h. to 146 m.p.h. and the all-up weight is 2,540 lb. (Earlier versions were cleared at the same weight figure, so no structural modification has been necessary for the installation of the new engine in place of the 140 h.p. unit formerly fitted.)

S.E. 3130 Alouette. French Air Force, Army and Navy orders for this helicopter (a recent picture of which appears on this page) have now reached 180. Among the first civil customers to have placed an order is the French Electric Power Authority.

AIRCRAFT INTELLIGENCE

U.S.A.

Boeing B-52D. This designation applies to the Wichita-built version of the Strato-fortress. Like the "C" sub-series, it weighs over 400,000 lb and carries larger drop tanks than earlier machines of the series. Like the "A", however, it is strictly a bomber, whereas the "C" is capable of multiple strategic rôles, outlined by Boeing as "conventional and nuclear weapons delivery and photographic reconnaissance".

Lippisch Research Aircraft. It is reported from Cedar Rapids that Dr. A. M. Lippisch, father of the modern delta configuration, is working on an experimental machine described as "in effect a flying fuselage propelled by an internal lift-inducing propulsion system". Vertical ascent and descent will be possible without the use of airscrews. The U.S. Navy is said to be interested in the project.

Cessna 172. This new four-seater development by Cessna has a nosewheel undercarriage, is powered by a 145 h.p. Continental engine and sells for \$8,750 (£3,125), fly-away Wichita.

Beechcraft Model 73. A photograph of this new and attractive tandem-seat jet trainer appears on an earlier page. The makers say that it is ready to be delivered "off the shelf" to air forces throughout the free world, and it bears the same relationship to the T-34 Mentor as does our own Hunting Percival Jet Provost to the Provost. The engine is a Continental J69-T-9, which is estimated to give a maximum speed of 253 kt at 15,000ft; at 4,520 lb max. wt. The stalling speed should be 60 kt.

France

Sydney Demonstration Tour. Notification was given in our issue of November 11th of French participation in the International Fair to be held in Sydney from March 19th to April 3rd this year. The list of participating aircraft is now



FAIRCHILD C-123B PROVIDER
(Two Pratt and Whitney R-2800-99W)
Span 110ft
Length 75ft 9in

