4 FLIGHT International, 4 January 196.

Partners I : Germany and Greece are the destinations of these two Fiat G.9ls. The German aircraft (left) is a
G.9IT/3 two-seat trainer, and the one for Greece is a G.91 Rj 4 single-seater for armed reconnaissance

WO R L D NEWS...

Swedish Air Force Adopts the Saab 105
Last month the Swedish Government
announced that it had authorized the
Swedish Air Force to sponsor development
and manufacture of a prototype of the Saab 105 jet trainer, which has been under development as a private venture since early 1960. If the Saab 105 meets this specifica-tion the Air Force plans to order more than 100. Pupils will have a limited number of hours in the Saab Safir in order to sort out those not suited for jet training. Previously training has been carried out on the Safir and single- and two-seat J28 Vampires. It is in order to meet the require-ment for an all-round jet trainer that the Saab 105 has been designed. A new three-view drawing appears on this page.
In addition to the Saab 105, the Swedish Air Force have evaluated four foreign types of jet trainer. According to Air Force spokesmen "the Saab 105 .. . will have first-class performance at both high and low altitude, excellent climb rate and good range. The aircraft has a modern external and internal configuration, and is also safe as it is fitted with ejection seats and twin engines." It is an all-metal, twin-jet aircraft with pressurized cabin. The Turbomeca Aubisque turbofans should confer good engine-out characteristics, with the ability to take off with one engine failing at the critical point. The aircraft can carry a wide variety of external armament (see sketch, Flight, June 8, 1961. page 806). The prototype will be test-flown during the summer of 1963, and a production version may go into service in 1965.

Air League Honours CFS The council of the Air League of the British Empire have awarded the Air League Founder's Medal— an award made annually for the most meri-torious achievement in the whole field of British aviation during, or reaching its culmination during, the year—to the Central Flying School of the Royal Air Force.
The school, which celebrates its fiftieth
anniversary this year, is the oldest military
flying school in the world. Formed at
Upavon in May 1912, its purpose initially
was to train pilots for the naval and military

Partners 2 : It is especially pleasing that this photograph, one of the first to be printed in "Flight International," should show British and Soviet aircraft working together in a common cause—last month's flood relief for Somalia. The RAF Valetta, of No 233 Sqn, Khormaksar, Aden, waits while the 11-18 moves clear of the runway, having brought in a medical team and supplies. Valettas were flying their food-drops from dawn to dusk

wings of the Royal Flying Corps. CFS subsequently became the RAF school fo training flying instructors and has con-tinued ever since to maintain and develo the system of flying instruction evolved by Col Robert Smith-Barry in 1917 at the School of Special Flying at Gosport.
The school moved to Wittering in 1926 and back to Upavon in 1935. Soon after th start of the Second World War the demand for instructors became so great that sever schools for instructors were set up and worked to the CFS syllabus. The Empire Central Flying School was formed at Hullavington in 1942, from a nucleus of the CFS, to co-ordinate the activities of the new centres. This remained in existenc until 1946, when it became the Empire Flying School. When this was disbanded in

1946 the Central Flying School was reformed at Little Rissington, Glos, where it
has remained ever since, the helicopte squadron operating from Ternhill. The present Commandant and AOC is Air Cdre H. P. Connolly, DFC, AFC, AFM.
The council of the Air League "believe that the many achievements of the Centra Flying School during its 50 years of exis-

tence have made an outstanding contribution both to British aviation and to British
prestige."