FIRST VICTOR in R.A.F. service is the resplendent B.1 (serial number XA931), shown at upper left taxiing in at Gaydon after delivery on November 28. Seen (right) on that occasion are, I. to r.: G/C. F. R. Bird (who has just taken over command of R.A.F. Station Gaydon); G/C. B. P. Young (former commanding officer of Gaydon); S/L. A. W. Ringer (captain); S/L. K. W. Rogers (co-pilot); S/L. P. J. Evans (navigator); F/L. J. E. Walton (bomb aimer); and F/L. H. D. Glendinning (air electronics officer). The Victor had flown from Radlett.

Bank was its 873rd orbit on Saturday, November 30, after which the presumed end of the rocket's existence was linked with reports of peculiar sights in the sky above Hamburg, Berne, Los Angeles, Cowbridge (Glamorgan) and Douglas (Isle of Man), official Moscow sources said that the rocket was still in orbit.

From the U.S.A. where, as we go to press, it is expected that the first U.S. test satellite (picture, page 888) will be launched in a matter of days, it is reported that the U.S.A.F. Cambridge Research Center has projects for three 1,000 lb satellites. These are intended for orbits at heights of the order of 4,000 miles, and are said to be concerned respectively with geophysical measurements, solar physics, and "cosmic radiation and nearby planetary bodies."

MULTIPLE MUFFLERS, developed by Boeing for the 707, seen fitted on two of the Pratt and Whitney J57 turbojets of the prototype. Sound-suppressor development is being paralleled by work on reverse thrust.

Russian Atomic Aircraft Plans

LAST Sunday a 165-page book, entitled Application of Atomic Motors in Aviation, was published by the Russian Defence Ministry. Giving much information on Soviet plans for atomic aircraft, it claims that atomic fuel will shortly be available in quantity in Russia and that time will show the accuracy of Western estimates of 1959-1960 for the first flight of an atomic aircraft.

Two hypothetical atomic aircraft are illustrated. One is a large convertible, "capable of carrying an expedition from Moscow to the Antarctic in one day," with two propellers on its swept wing and one at the tail, all three rotatable to provide either lift or thrust. The other is an atomic carrier aircraft to lift a 20-ton rocket to 12.5 miles. At this height the carrier would accelerate to 1,240 m.p.h. and launch the rocket. The first stage of the rocket, using 9,900 lb of liquid oxygen and hydrogen in 34 sec, would lift the assembly to 21.5 miles and then return to earth by parachute.

The Next Aircraft Generation

From the Hunting-Clan group of companies comes news that S/L. Neville Duke is now associated in an advisory capacity with Field Aircraft Services, Ltd., and Fieldair, Ltd. He will be concerned mainly with ferrying operations and Service liaison.

From the same source comes an interesting sidelight on the part which the ancillary industry plays in helping to raise British aviation exports to their present high levels. Field Aircraft Services have calculated that over the past four years the value of their export work represents £646 per employee.

The Weapons System Concept

A REVISED date and place for Mr. Handel Davies's lecture The Weapons System Concept is notified by R.Ae.S. Southampton Branch as we go to press; the paper will be given at 8 p.m. on Thursday, December 12, in the Institute of Education Lecture Theatre, Southampton University. As already noted, the same lecture before the Boscombe Down Branch has been postponed until Tuesday, December 17.

Another lecture notification is from the Radar Association, to whom Mr. L. H. Bedford, of English Electric, will speak on Some Aspects of Guided Missiles on Wednesday, December 11 (Anatomy Theatre, University College, Gower Street, London, W.C. 1).