

TILTING AND WIND-MILLS: Now undergoing engine-runs at Palo Alto, Cal., is the experimental tilt-wing Hiller X-18 of the U.S.A.F. Powered by two 7,000 h.p. Allison T40 double turboprops, each coupled to a six-blade Curtiss contra-prop, the X-18 is a conversion of a former Chase C-122 Avitruc transport. The stubby wing is shown in the VTOL position with vertical thrust. For pitching control at low airspeeds a Westinghouse J34 turbojet feeds upward- and downward-facing nozzles at the tail



Air Commerce and the City

FIFTY years is only a very short period in the history of an ancient city like London; but it is approximately the life of the aeroplane, and it has taken only half this time for air commerce to assume its place of importance in the affairs of the city.

A second event of great significance to the Guild of Air Pilots and Air Navigators in the business life of the city (the first was the granting of livery) took place on Thursday of last week, when a window displaying the Guild's coat of arms was unveiled in the Baltic Exchange. This is the first architectural feature in the Exchange to mark its newest activity of air charter and air transport business and thus the Guild's arms take their place alongside those of the Honourable Company of Master Mariners, the Worshipful Company of Shipwrights and the Worshipful Company of Farmers.

The window was presented by the late Captain Alfred Instone and was unveiled by Mrs. Instone in the presence of the chairman of the Exchange, Mr. Richard D. Hyde; the Master of the Guild, Sir Frederick Tymms; and Freeman and guests. In an introductory speech the Master spoke of the Guild and of early air activities in the Baltic Exchange. Thanks were expressed to Mrs. Instone by Captain O. P. Jones, who recalled that he flew for Instone Airlines on the London-Paris route and well remembered the great enthusiasm of Captain Instone. Mr. Hyde expressed thanks to the Master and Guild.

It is interesting to recall that the first air charter-party negotiated through the Baltic Exchange was signed in 1928, which was about the time the Guild of Air Pilots and Air Navigators was formed. The air-charter activities of the Baltic are now marked by the wings appearing in its coat of arms.



IN BRIEF

The Australian Government on December 4 took administrative action to extend the Woomera rocket range to a length of 1,250 miles.

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Next week's issue of *Flight*, dated December 26, will be on sale on Christmas eve and will contain seasonal features.

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The U.S. Army's next attempt to send a rocket to the Moon—probably about February 1 next year—may be the United States' last Moon-probe attempt until mid-1959, according to Defense Department officials.

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The first field artillery missile battalion of the U.S. Army to go overseas equipped with the Redstone medium-range ballistic missile (described in our issue of May 23 last) is now reported to be "completely operational" at Engelheim, Western Germany.

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According to Erik Bergaust, editor of the American journal *Missiles and Rockets*, the Soviet Union recently fired a space vehicle which "passed the Moon and went out beyond Mars." He stated that American scientists had tracked the Soviet vehicle for three days.

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Earlier this month a prototype Lobber was fired for the first time at Camp Irwin, California. Designed and developed as a private venture by Convair, Lobber is a rocket-propelled vehicle intended for the resupply of surrounded forward troops and for several other battlefield functions. Some 6ft in length, it reaches 1,500 m.p.h. and lands by parachute on its shock-absorbing nose-cone.

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In reply to a Commons question last week, the Parliamentary Secretary to the Admiralty, Mr. Robert Allan, said, "As Polaris has not yet been fully proven or tried out in the United States, it is difficult to say what adjustments will be necessary to submarine hulls, but, certainly, some would be necessary, as otherwise our Dreadnought hull would not be able to take Polaris."

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Northrop Aircraft have received a \$16,926,000 contract as the first appropriation for full production of the T-38A supersonic trainer. The first T-38 was rolled out in August, but G.E. have yet to deliver the pair of afterburning J85 engines and the aircraft is not likely to fly for at least another month. A second prototype, a static-test airframe and four service test and evaluation machines are near completion.

COLLEGE JET: Delivery flight of this Morane-Saulnier MS.760 Paris (below) from Villacoublay to the College of Aeronautics, Cranfield, was made on December 10. Left, pilots A. J. Macdonald and I. A. Robinson are greeted on arrival at Cranfield by W/C. C. G. B. McClure, head of the College's Department of Flight. The aircraft will be used for advanced instruction in aspects of aerodynamics and propulsion

