HANOVER SHOW . . .

vicinity of the Moon the three-man Apollo spacecraft—also being built by S&ID.

On display outside is a full-scale Redhead/Roadrunner target missile, a product of Columbus (Ohio) Division. Inside the exhibition hall the division shows models of its YAT-28E turboprop aircraft and its T2B Buckeye jet trainer.

Autometrics Division exhibits mock-ups of its D26, D37 and Verdan families of solid state computers for use in a wide variety of guidance, flight control, automatic checkout and navigational systems. Other items include multimode NASARR radars and advanced circuits for high-frequency communications and checkout systems. A dual diversity IF amplifier, micro-electronic video amplifier and a number of pre-amplifiers will be displayed also.

Representing the activities of Los Angeles Division are scale models of the X-15 and X-15-A2, the Mach 3 XB-70 Valkyrie, the T-39 Sabreliner, the Cyclops missile and North American's proposed supersonic transport. In addition, there is a cutaway model of the F-100, with fuselage modified to accommodate the Rolls-Royce Spey engine.

Rocketdyne Division exhibit an H-1 Saturn engine and models of the J-2 and P4-1 engines, the Gemini space capsule and the Sparrow III missile. The division also presents examples of other hardware it produces including (outside) a ZEL (zero-length launch) rocket motor. Atomics International Division present a description of its completely transistorized radiation fuel gauge which uses radioactive materials to measure fuel supply.

Topping off North American's exhibit at Hanover is a 12 min film, Dale Line Tomorrow, which summarizes the company's present diversification of activity. Back-projected on a double screen, the film is shown concurrently with English and German commentary.

Omnipol Foreign Trade Corporation, Washing-
tonova II, Prague, Czechoslovakia.

Marketed by this organization, and represented at Hanover, are the Morava twin-engine five-seater, the Trener Master trainer and sporting aircraft and the Blanik L13 sailplane.

Powered with M337 engines, each delivering 210 h.p. for take-off, the Morava takes off in 6230 ft, cruises at 183 m.p.h. on 65 per cent power, and stalls (flaps and undercarriage down) at 70 m.p.h. It has proved successful in a number of civil and military applications and is available with a ski undercarriage. Distinctive features include wing-tip tanks and “aerodynamic” rear-view cabin.

The Trener Master has achieved numerous international competitive successes. The engine is a Walter Minor 6-III of 160 h.p., giving a cruising speed of 152 m.p.h. and a take-off run of 262yd.

The Blanik L13 is a high-wing two-seater suitable for all stages of training, beginning with the elementary stage and extending blind flying and night flying.

Omnipol remark: “Proof of the high quality of Czechoslovak aircraft is the fact that Czechoslovakia — according to world statistics—is the second largest producer of small transport and sporting aircraft in the world today, and the largest in Europe.”

A. Pierburg Auto- und Luftfahrt-Gerätetechnik KG, Düsseldorferstrasse 232, 404 Neuss, Rhein, West Germany.

As a specialist in carburation, fuel pumps and fuel control, Pierburg are exhibiting the Lucas fuel control system for the Orpheus and Tyne engines and the fuel-system components for the F-104G’s J79 engine made by Bendix, General Electric, Hamilton Standard, Parker, Pesco and Woodward. The company also makes the various carburettors and fuel injection systems installed in light aircraft engines used in Germany, including those by Bendix, Hobson, Marvel-Schebler and Zenith Carburettors.

Piper International SA, PO Box 54, Airport Geneva 15, Switzerland.

The current range of Piper aircraft, namely Aztec, Apache, Twin Comanche, Comanche, Cherokee series and Pawnee, is being presented.

The Aztec is a twin-engined six-seater; Apache a twin-engined five/seater; Twin Comanche a twin-engined four-seater; Comanche a single-engined four-seater; Cherokee a single-engined four seater; and Pawnee a single-engined single seater agricultural aircraft.

Tabulated data for all these aircraft were set out in the recent special “Private and Executive Flying” issue of this journal, dated March 14.

It is relevant to note the company's claim that “More people have bought Pipers than any other plane.”

C. Plath GmbH, Hopfenmarkt 31, 2 Hamburg 11, West Germany.

Principal exhibit is a cathode-ray direction-finding station capable of operating on up to six frequencies in the 118 to 136Mc/s band. The receiver can accept voice signals, rejects transmissions more than 20kc/s from the selected frequency, and has a sense-indicating device. The aerial system is a four-fold H-Adcock system with central sense aerial.

Pierburg test rigs for fuel-control units and pumps