

**Any Day Now General Dynamics Convair will make a first flight with their private-venture COIN contender, the Model 48 Charger (see news item). This is the roll-out ceremony**



a single pilot and four 500lb bombs, and take-off to 50ft would be less than 500ft. Fuel allows for 500 n.m. at more than 200kt, two hours' loitering over target, and return. Full crew is two in ejection seats, and the rear fuselage will accommodate bombs or reconnaissance equipment, or up to six paratroopers, to a total weight of 2,000lb. Two twin 7.62mm machine gun pods can be attached to the fuselage, and underwing pylons accommodate a wide variety of stores. Maximum ferry range is 2,600 n.m., sufficient for California to Hawaii non-stop.

Propellers rotate in opposite directions, and have full reverse thrust and Beta control: an engine can be removed, without special equipment, in 15min. The whole wing is immersed in slipstream and extensive flaps give STOL performance.

#### Canadian F-4C Phantoms?

Though the elections in Britain and the USA have been delaying final decisions, there is a plan for the production under licence by Canadair of 250 McDonnell F-4C Phantoms powered by Rolls-Royce Spey engines. Of these, 150 would be for Britain's Fleet Air Arm and the other 100 for the RCAF. According to *Aviation Daily*, the RCAF is unwilling to undertake spares and stores problems which use of the British engine might involve, and would

prefer the original J79. The RCAF is also said to be increasingly interested in the Northrop F-5, orders for which are now mounting rapidly; it does not want to adopt equipment not in service elsewhere.

#### Valiant Wing-cracks

Inspection has revealed that an undisclosed number of RAF Bomber Command Valiants have developed fatigue cracks in the wing structure and require reinforcement. While modifications are completed, other aircraft from storage are being used to make up the numbers. Valiants are the oldest of the three types of V-bombers, having been in service for some ten years. They are variously employed on reconnaissance, refuelling and tactical strike, in the last-named capacity for NATO.

#### German Helicopter Choice

Though the German choice of standard medium helicopter has until now centred on the Boeing-Vertical Chinook and Sikorsky S-61, with no decision yet taken, three Sud Super Frelons are being tested, both in Germany and at Istres; and very encouraging trials have been carried out at Bückeburg with three Bell UH-1D Iroquois. The UH-1Ds each flew 60hr, some of it in

mountainous regions, and the German Army is reported to feel that the machine could fulfil all divisional helicopter transport requirements. Once a UH-1D hovered in a 91°F temperature with 15 people aboard and then climbed at 1,000ft/min. In another demonstration, the Lycoming T53 engine was removed in 18min and replaced in 30min.

#### Industrial One-Eleven

The identity of "the large industrial undertaking" in the USA which recently placed an order for an executive BAC One-Eleven is now known to be the Tennessee Gas Transmission Corp, which already operates two Viscount 810s, one acquired from Continental and the other from TAA. This particular One-Eleven is a Model 212 and will be very similar to Braniff's aircraft, but will have the centre fuel tank and an executive interior.

The other executive One-Eleven so far ordered, for Horten Flugbetrieb in Germany, will be similar to British United's aircraft but with minor changes. Several ex-TCA and Northeast Viscounts have recently been sold to US executive customers and the One-Eleven may well gain further repeat orders from big industrial concerns that are at present operating Viscounts.

**Successful Seven** After completing their courses and returning to the various companies to which they were apprenticed, these holders of SBAC post-graduate scholarships received certificates at an informal ceremony preceding the delivery of the British Commonwealth Lecture at the Royal Aeronautical Society last Thursday. The SBAC's president, Mr E. C. Wheeldon, made the presentations to: (1) E. A. Cutting, Bristol Siddeley; (2) G. N. Goodman, HSA Hawker Blackburn Division; (3) D. Gregory, HSA Avro Whitworth Division; (4) D. A. Lovell, HSA Hawker Blackburn Division; (5) G. L. Purchase, Bristol Siddeley; (6) P. H. Robinson, Rolls-Royce; and (7) D. A. Williams, HSA de Havilland Division. Cutting and Lovell went to Imperial College and the other five to the College of Aeronautics



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