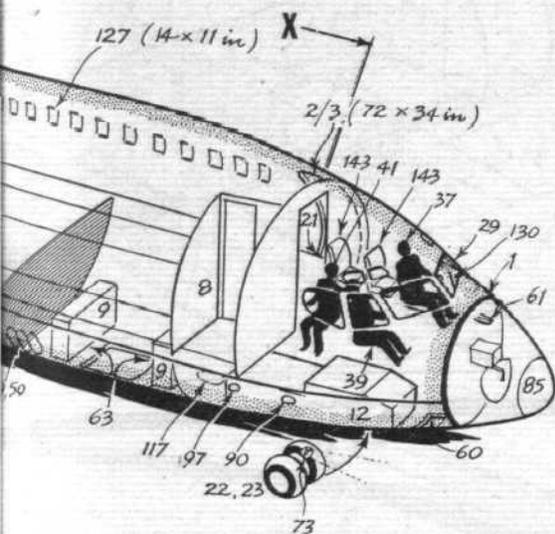
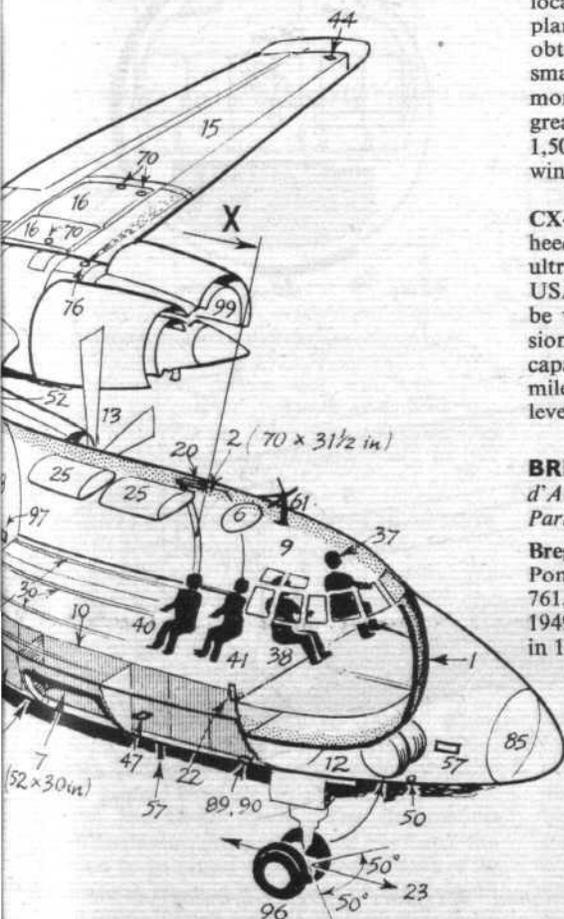


907  
FLIGHT  
International,  
26 November  
1964



**737** As this survey was being produced Boeing released first details of its projected twin-jet short-haul 85-seater, the 737. At this stage no decision had been taken on whether to proceed, but the possibility must be viewed as extremely likely. The existence of the 737 has been known for some months through Boeing's approaches to certain key potential



customers; and the pause in the flow of orders for the One-Eleven and DC-9, both falling in the same category as the 737, has been most noticeable.

The remarkable trend in the 737's design is the reversion to wing-pod-mounted engines. It was recently explained by Mr J. E. Steiner, 737 project engineer, that all kinds of engine locations on the fuselage and different tail-planes had been wind-tunnel-tested but that to obtain 727 high-lift characteristics for a smaller, two-engine "T" tail design would be more difficult and "certainly would involve greater technical risk." It was also stated that 1,500lb could be saved on empty weight with wing-mounted engines.

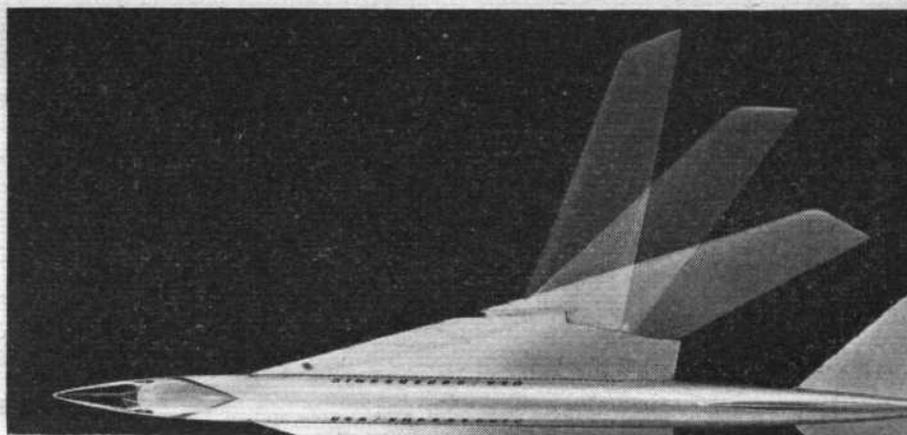
**CX-HLS** Together with Douglas and Lockheed, Boeing are conducting studies into an ultra-large heavy logistics freighter for the USAF which by Government decree must also be viewed for its civil possibilities. Civil versions of the aircraft would, it is said, be capable of carrying 500 passengers over 4,000 mile stages at fares 30 per cent below existing levels.

**BREGUET** *Société Anonyme des Ateliers d'Aviation Louis Breguet, 24 Rue Georges Bizet, Paris 16e, France.*

**Breguet 763 Deux Ponts** The 763 Deux Ponts was developed from a similar design, the 761, which was started in 1944 and first flew in 1949. Twelve 763s were ordered by Air France in 1951, and most of them are still operated by



Over 220 Boeing 727s have been sold to 15 customers. Below, Boeing's 733 variable-geometry SST project (see page 905), showing the extremes of outer-wing sweep



the airline under the name Provence. Another 15 are operated by the French Air Force under the name Sahara.

**Breguet 941 and 942** For more than ten years Breguet have been developing the philosophy of conferring high lift on a basically conventional multi-slotted flap wing at very low forward speed by immersing it in the propeller slipstreams. Their first aircraft employing the principle was the experimental 940 which first flew in May 1958. In February 1960 the French Air Ministry ordered construction of a prototype, called the 941. This remarkable STOL aircraft has been flying since June 1961 and is of similar general layout to the 940, but is larger and is equipped for development into a civil or military production aircraft. In June last year the French Air Ministry ordered production tooling to begin for the construction of two pre-production 941s during the next two years; it also signified its intention to order about 50 for production in the following five years. A civil version, the 942, has been proposed, based on engines and flying surfaces similar to the 941 and a circular section pressurized fuselage without the rear-end loading door.

**BRISTOL** *British Aircraft Corporation (Operating) Ltd, Filton Division, Filton House, Bristol, England.*

**Bristol 170 Freighter** The prototype Freighter first flew in December 1945 and was offered with and without nose loading doors. During its production life which ended in 1953, the 170 was progressively developed and given more wing span, power, and a longer nose (Mk 32) to accommodate three small cars instead of two. Some 214 Bristol 170s were built and about 60 are still in airline service.

**Bristol 175 Britannia 100** First of the Britannia family of big-turboprop airliners, powered by Proteus 705s, the 100, was produced exclusively for BOAC. The type first flew in August 1952 and 15 were built between 1954-56