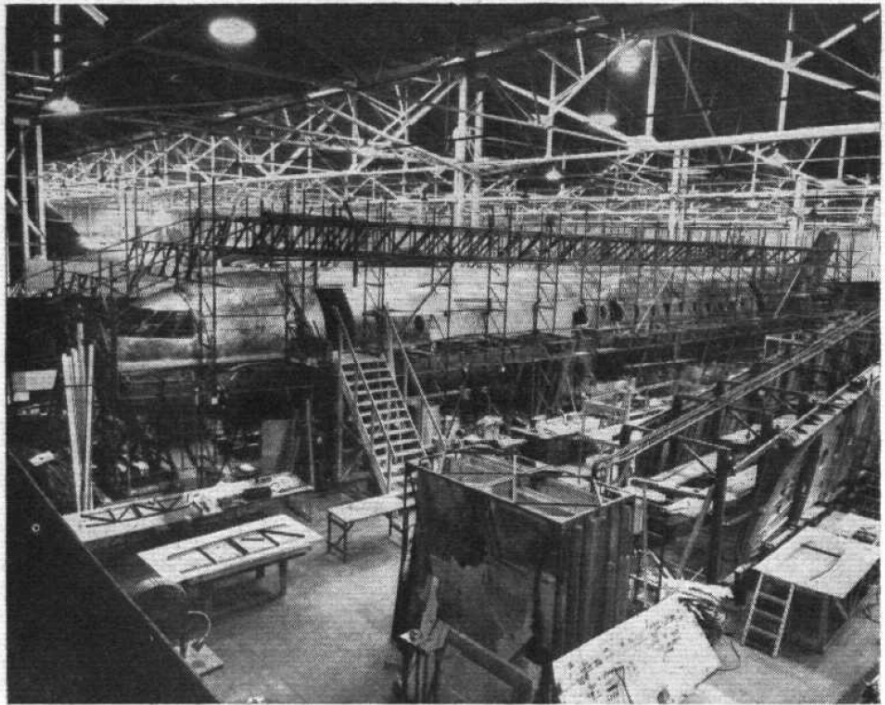


# FROM ALL QUARTERS

RELEASED, now that the project has been abandoned by the Government, is this picture of the Vickers-Armstrongs V.1000 military transport under construction at Wisley. It will be seen that the fuselage is almost skinned.



## The Duke at Avros

**D**URING his visit to the Avro factory at Chadderton, Lancs, on November 8th, the Duke of Edinburgh entered the high-altitude test chamber, which at the time was being maintained at a temperature of -60 deg C for a test of Vulcan components. For this phase of his tour he wore a duffle-coat.

In other parts of the factory he was shown various aspects of the company's research and development work, but its nature was kept a close secret even from other members of the official party. The royal visitor was conducted on his tour by Sir Roy Dobson (managing director) and he also had a long discussion with Sir William Scott Farren (technical director) and Mr. J. R. Ewans (chief designer).

After lunch the Duke left for the firm's establishment at Woodford, Cheshire, where he was shown a rig in which was a Vulcan under test. He discussed a number of points with W/C. Roly Falk, chief test pilot. After being presented with a silver model of a Vulcan the Duke left for Northolt, piloting his own Heron.

## British Aircraft

**I**T becomes possible in this issue to refer to several new types of aircraft formerly or currently the subjects of Ministry of Supply contracts. Such details as are available are given in an account on page 776. The principal items of news are as follows:—

*Vickers-Armstrongs V.1000 military transport:* No further Government support, and consequent cessation of development.

*Bristol Britannia 250 LR:* Six ordered from Short and Harland to replace the V.1000 programme.

*Saunders-Roe SR.53:* Supersonic turbojet-plus-rocket interceptor for future R.A.F. service. Prototypes being built at Cowes for early completion.

*Avro 720:* Unsuccessful competitor of SR.53, to same requirement.

*Short PD.11:* Vertical-take-off research prototype, being built at Belfast for early completion.

*Rolls-Royce Conway by-pass turbojet:* Scheduled for trial installation in medium bomber (Vulcan or Victor).

## Earth-Satellite Production

**I**T has been disclosed by Dr. J. Caplan, chairman of the committee of the National Academy of Sciences, which recommended the project, that ten instrumented earth satellites are to be constructed in the U.S.A. It is hoped that at least five or six may be successfully launched in their orbits. The three Armed Services, Dr. Caplan affirmed, are already at work on launching equipment under U.S. Navy management.

It is expected that the satellites will attain a speed of about 18,000 m.p.h., circling the earth in about 1½ hr. When nearest the earth they will be 200-250 miles up and when farthest away 800-900 miles off. If results prove satisfactory they will stay up "for many weeks."

## Russia's Turbine Transports

**O**NE of the first official references to a Soviet jet airliner was made on November 12th by Mr. N. Krushchev, secretary of the Communist Party, speaking informally to reporters during a reception at the Norwegian Embassy in Moscow. Mr. Krushchev said that when he and Marshal Bulganin visited London next year they would travel in a Soviet-built jet airliner, the design of which was based on a medium bomber with a 3,000-mile range.

Some months ago it was reported that Aeroflot were using jet transports for the carriage of newspaper matrices between Moscow and Siberian and Far Eastern cities. It is now known that the type concerned is a modified version of the twin-jet, straight-winged Il-28 bomber—Russia's equivalent of the Canberra. The

existence of a twin-jet machine designed specifically as a transport, however, became known at this year's Tushino display.

Reports of a Russian turboprop transport can now be confirmed. Such an aircraft, said to accommodate 100 passengers, has been referred to openly by Soviet officials in London, and one Western observer who has seen it described the machine as "a cross between the Viscount and the Britannia." The design will provide Aeroflot with their first long-range aircraft; introduction on the Moscow-Peking route, it is claimed, will take place next year.

## Middle-East Arms Race

**B**ALANCE of power in Arab and non-Arab countries is being closely watched as a result of the rapid acquisition of arms and the atmosphere of mistrust. The air-power situation can be summed up as follows:

*Egypt:* Agreement reached with France, the latter country lifting its ban on war-exports to Egypt, and apparently ceasing such supplies to Israel. It is widely held—on good authority—that Macchi (Italy) will supply 30 Vampires to Egypt, and that 16 have already been delivered, of which some were destroyed in recent desert clashes. Last Friday the Italian Government refused export licences for these aircraft, and the Macchi firm deny knowledge of the agreement. Also reported is an agreement with Prof. Ernst Heinkel in Stuttgart, whereby "Heinkel jet fighters" will be built in Egypt under German direction. *Israel:* Egyptian sources claim that 36 Dassault Mystères have been delivered to Israel, six having passed through Rome 19 days ago. France and Israel both deny that any have been sent. *Jordan:* Negotiations for supply of British-built Vampires not yet completed. *Lebanon:* Resisting a military alliance with Egypt, and likely to receive arms from Britain.

## Convair-Canadair Britannia?

**S**PECULATION about possible developments of the Britannia (*Flight*, October 21st) was renewed earlier this week by a Canadair statement that the Montreal company might join Bristol and Convair in the production of a 120-passenger, 200,000 lb airliner powered by B.E.25 turboprops, having a cruising speed of 500 m.p.h. and a 5,500-mile range. It was reported that proposed designs for the aircraft would be submitted by each of the three companies at a forthcoming meeting at Montreal and that "once a design is adopted the aircraft will be built by Bristol and another probably by Canadair." The nature of Convair's participation is not clear, although, as they are a sister company of Canadair, it may be assumed that the possibility of design work and production at San Diego have been discussed.

## Beverley Build-up

**F**OR sheer size the Blackburn Beverley is unmatched outside the U.S.A., and (writes a member of the staff who visited Brough last week) the shipyard-like production scene is today one of massive progress. At almost every turn inside the factory loom the burly forms of the first aircraft for R.A.F. Transport Command: nine production Beverleys (XB 259 to 267) have so far flown, the tenth is due to fly shortly, and a further half-dozen may be accounted for in the erecting hall.

Beverleys now have nearly 1,000 hours of flying behind them;