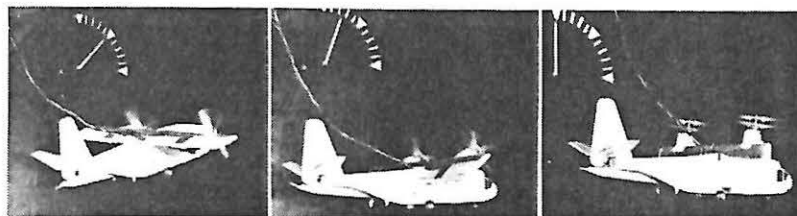


VTOL TEST MODELS: Above, Bell Helicopter Corporation's XV-3 convertiplane has successfully completed full-scale wind tunnel tests to check out stability, control and vibration characteristics of the aircraft which is equipped with two-bladed, semi-rigid rotor system. Below, Hiller's X-18 tilt wing model shown during wind-tunnel tests while converting from horizontal to vertical flight configuration.



an improved airframe design developed by Boeing in conjunction with leading airlines.

The 720 will have a top speed of more than 600 mph. The body is described as being more spacious than anything in this range category, and thus will offer more luxury for first-class service plus flexibility for all-tourist or combination class service with one easily-adaptable aircraft type.

The Boeing 720 is designed specifically for low initial cost, low engine operating costs and the lowest seat-mile costs possible while providing for operation from the shorter fields generally available for this type of service.

Saunders-Roe 177

Saunders-Roe Ltd. has disclosed that it has been building a number of prototype supersonic mixed powerplant Naval all-weather interceptor aircraft under contract from the Ministry of Supply. Designated the S-R.177, these aircraft are powered by de Havilland Gyron Junior jet and Spectre rocket engines. They are a direct development of the S-R.53 mixed-unit interceptor which made its first flight in May 1957, and which was demonstrated at

the SBAC Exhibition at Farnborough last September.

The S-R.177 is larger than the S-R.53, carrying more operational equipment and its performance is considerably superior to that of the S-R.53. The use of its fully variable rocket engine enables it to operate higher and faster than any other known interceptor. The use of its jet engine under cruising conditions ensures that its duration and ranges will be equal to if not better than existing types. The SR-177 will be equipped with air interception radar and Firestreak guided weapons.

Because of its rocket and its low landing weight, the S-R 177 can operate from short runways and tactical airstrips. This fact will enable the aircraft to be used in other roles such as medium altitude all-weather interception and tactical support. The West German Air Force is reported to be interested in the new type of fighter.

Carbonic Expands

Following its acquisition by General Dynamics Corp. recently, Liquid Carbonic Canadian Corp. Ltd., and its associated company Imperial Oxygen Ltd., are undergoing expansion and

changes in top level directing staff. J. Geoffrey Notman, president of Canadair Ltd., has been elected to the boards of directors of Liquid Carbonic and of Imperial Oxygen.

More RAF Britannias

The Ministry of Supply has ordered a further seven 250 series Britannias for the RAF Transport Command, making a total of 20 on order for the RAF. The Ministry's original order for six Britannias, announced in November 1955, was increased in May 1956 to ten aircraft, and again last year to thirteen aircraft. This latest contract brings the total of Britannias sold to 77.

Hangar Doors

The Turnbull Elevator Company Ltd. has announced the formation of a new Hangar Door Division, and the appointment of D. R. Hughson, P. Eng., as manager of the Division.

The new division will be responsible for the sale, manufacture, installation and service of hangar doors throughout Canada.

Britannia Delivered

Aeronaves de Mexico recently took delivery of its first Britannia 302 airliner in Mexico City. This aircraft is the first of two Britannias ordered by Aeronaves in June this year for operation between Mexico City and New York. After preliminary crew training exercises, Aeronaves intends to begin route proving flights later this month, and was planning to introduce Britannia services to New York early this month.

To date, 19 of the 70 Britannias at present on order have been delivered: 15 Series 100 and one 312 to BOAC, two 313's to El Al Israel Airlines, and one 302 to Aeronaves.

Contracts Awarded

Contractors awarded business in excess of \$10,000 by the Department of Defence Production during the period August 16-October 31, 1957, include the following. The list does not include orders placed by the Department outside Canada, or with other agencies, and amendments to orders placed earlier — nor do orders classified as secret appear here:

(Names appearing in bold face type are current *Aircraft* advertisers.)

Abercorn Aero Ltd., Montreal, \$99,044, for life jackets and spares.

Avro Aircraft Ltd., Toronto, \$16,800, for aircraft towed target gear.

Avro Aircraft Ltd., Toronto, \$18,200, for aircraft armament equipment.

Bristol Aircraft (Western) Ltd., Winnipeg, \$11,871, for airframe spares.

Canadair Ltd., Montreal, \$15,000, for de-