



TWO FIRSTS. The Boeing KC-135 Stratotanker "City of Renton" first production model of Strategic Air Command's new tanker transports (nearest the camera) is shown with a sister ship, the Boeing 707 jet transport prototype. This was the initial flight for the tanker. Flying boom equipment for the KC-135 was flight tested earlier on the 707 prototype, America's first jet transport.

"Air transportation in the United States is one of our great economic bargains."

In the missile field Fairchild has the Petrel turned out for the U. S. Navy and is also bringing along the Goose to an Air Force specification. Company officials in their latest report predicted improvement in the sales and profit picture, but said that heavy expenditures would still be necessary to maintain the corporation's position in the industry.

Grumman Aircraft Engineering Corp.: There are high hopes for big production on the F11F Tiger if flight test programs justify. F9F-8 Cougars continue to come off in fair quantity and there is still some activity on the Albacross, S2F and TF-1 lines.

Kaman Aircraft Corp.: A few weeks ago demonstrated its remotely controlled helicopter for Army and Navy observers. The project was undertaken by Kaman in June, 1955. Three HTK machines will be used by the services for evaluation purposes. The company is turning out HOK-1 helicopters under a Navy contract. Production for the order is expected to run well into 1957. The company recently announced availability of the HOK-1 in a general utility version, the K-600.

Lockheed Aircraft Corp.: Substantial commercial orders for Super Constellations and the new Electra turboprop transports are highlights in a bright over-all picture at Lockheed. The most recent report showed the firm's backlog at \$1,390,648,000, a 31% increase in the past year and a peacetime high.

The firm has work under way on

\$19,000,000 worth of expansions and improvements at California Division plants as the first step in a projected \$92,000,000 long-range growth plan.

Military aircraft in production at California plants include F-104A, T-33A, TV-2, T2V-1 (on which orders are still high). P2V Neptunes, C-121, RC-121D and WV-2. At Marietta, Ga., the giant C-130 military turboprop transports are already coming off along with B-47s (on which production is expected to end late this year). A nuclear bomber and supersonic jet tanker are under development in Georgia. The company recently made announcements about its missiles program which is built around the hyper-sonic X-7 test vehicle using ramjet engines.

Glen L. Martin Co.: This firm's P6M Seamaster is coming on as a big production item to supplement continuing turnout of P5M-2 Marlins and the TM-61 Matador tactical missile. Production on B-57 bombers still goes on but is expected to run out during 1957.

Biggest recent boosts were the Phase II contract for a supersonic tactical bomber for the Air Force and the announcement of plans to work on the Titan intercontinental ballistics missile in the firm's Denver facility.

McDonnell Aircraft Corp.: Backlog as of mid-year stood at \$679,844,627, more than double that of the previous year. Sales for 1956 were also over

the previous year, \$186,204,381 compared with \$154,588,816. Facilities are going all-out on production of F-101 Voodoos, F3H-2 Demons and the F4H-1 twin-jet supersonic attack fighter, on which the Navy recently increased its order for development and initial production.

Progress also continues on development of the company's XV-1 Convertiplanes and XHCH-1 flying crane helicopters. McDonnell's missile program grows steadily with a total of four major missile projects under way, two each with the Navy and the Air Force, with the Navy Talos apparently undergoing a vigorous test program.

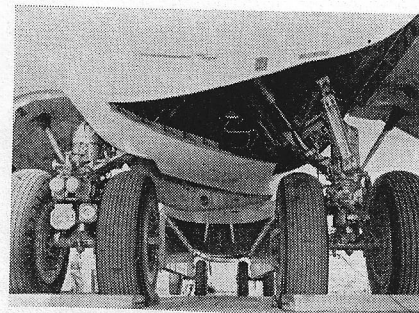
North American Aviation Inc.: Going all-out with the F-100 in full production and the F-107 coming up fast in California. F-86 production is expected to hold until at least the end of the year. At the Ohio plants F-100s and FJ-3 and FJ-4 lines continue.

This firm is also still very much in the chemical bomber race and is going strong on designs for a long-range interceptor and sonic fighter-bomber. In the missile field there is still indication the Navaho intercontinental vehicle may go into production.

Piasecki Aircraft Corp.: Has started firmly with contracts including a U. S. Army Transportation Corps Research and Development Command request for evolution of advanced designs on giant flying crane helicopters.

Northrop Aircraft Inc.: Production on F-89 interceptors is expected to tail off. Lines will keep active as the Snark intercontinental missile reaches production status. The company has high hopes for its proposal on the Air Force's long-range interceptor competition.

Piper Aircraft Corp.: This company remains as firmly entrenched as ever in the light commercial field. A new 60,000-square-foot assembly building recently upped production of the popular twin Apaches to two a day. Super Cubs, Agricultural Cubs and



SAC'S LATEST. A unique view of a Strategic Air Command Boeing B-52B Stratofortress jet bomber shows landing gear extended. Gear retracts fully in 10 seconds, with the left gear swinging forward and the right gear aft in coming up.