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# Aviation Intelligence

► Peter G. Masefield, retiring British European Airways chief and managing director-elect of Bristol Aircraft Ltd., did some interesting crystal-ball gazing recently in the air transport field. He saw:

- Long range: Bristol Britannia 300LR, 170,000 lb for 1956; Boeing 707, 220,000 lb for 1959; Douglas DC-8, 255,000 lb for 1956.
- Medium range: Vickers Viscount Major V.802, 65,000 lb for 1956; Lockheed Electra 95,000 lb for 1958-59; Vickers 900 Vanguard, 105,000 lb for 1960.
- Short range: Fairey Rotodyne helicopter, 40,000 lb for 1962.

Looking even further ahead he saw the 430 mph turboprop, with monorail airport connections, doing the city centre journey London to Edinburgh in 1.6 hours by 1970 and the vertical take-off 1,800 mph delta wing airliner making it from city centre cities by the year 2000. Present city centre to city centre time using the Viscount is three hours and 35 minutes.

► No early end is seen to the de Havilland Aircraft of Canada strike. Some engineering work is being done outside, but very little.

► In the largest transport order ever placed at one time by an airline **Pan American World Airways** has ordered 20 jet Boeing 707's for \$109 millions for delivery between Dec. 1958 and Nov. 1959 and 25 Douglas jet DC-8's for \$160 millions for delivery between Dec. 1958 and Jan. 1961.

Both aircraft will be powered by Pratt & Whitney J57's although the DC-8's will use the more powerful turbojets. The Boeing 707 will carry 104 first-class passengers and 125 in the tourist configuration. The Douglas DC-8 will carry 108 first-class or 131 tourist.

Juan T. Trippe, PAA president, said in announcing the orders that the jet airliners will make little more noise on the ground than the present piston equipment because of the use of turbine silencers. He also said that both types will be fitted with reverse thrust mechanism to slow the planes after touch-down.

► **Mexico's Aerovias Guest** may soon be granted Windsor traffic rights on a service between Mexico City and Windsor (aimed at the Detroit market).

► **Canada's guided missile** program is gradually being expanded both in the number of firms participating and the development contracts being issued. But a veil of secrecy still surrounds the whole program.

► **Canadian Army** interest in front line air logistics using such aircraft as the Otter, Beaver and helicopters is growing. Definite action may be taken in this field next year.

► The whole Canadian DEW-Line airlift is expected to come under heavy discussion at the coming AITA Quebec City convention, November 7 to 9. Navigation and radio aids will probably receive special attention.

► **Department of Transport** may be faced soon with requests to pay for installation of a combination of Delrac and Dectra (Decca long range navigation aids) for trans-Atlantic flights. This comes soon after the DOT has laid out extensive funds for the installation of Consol.