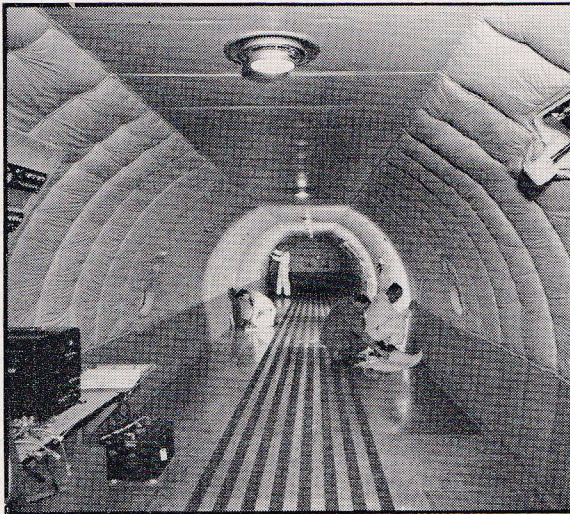


Above, the 707 is shown just after take-off. Interior view below gives idea of vast size.



First Flight

MID-JULY saw the first flight of the Boeing 707 Stratotanker/Stratoliner and within a month the kindly old USAF had come across with a whopping order for a tanker version of the new jet transport. The order was reported to be worth over \$400,000,000 and covered the purchase of 88 aircraft. The tanker version will, according to U.S. reports, resemble the prototype 707 only superficially.

The order certainly means that Boeing's \$15,000,000 "gamble" has paid off. However, though it has been hailed as enabling the U.S. firm to overcome the lead of the Comet, in actual fact its magnitude makes the 707's commercial future somewhat vague. It would appear that Boeing will now find itself in a position similar to that occupied by Avro Canada, when pressure of military commitments forced the Canadian firm to abandon its commercial jet transport. Some weight is lent to this opinion by reports that Boeing is not pushing commercial sales of the 707 very hard. On the other hand, if the 707 is developed as a commercial transport, its future is bright, even at the high price it will undoubtedly command.

