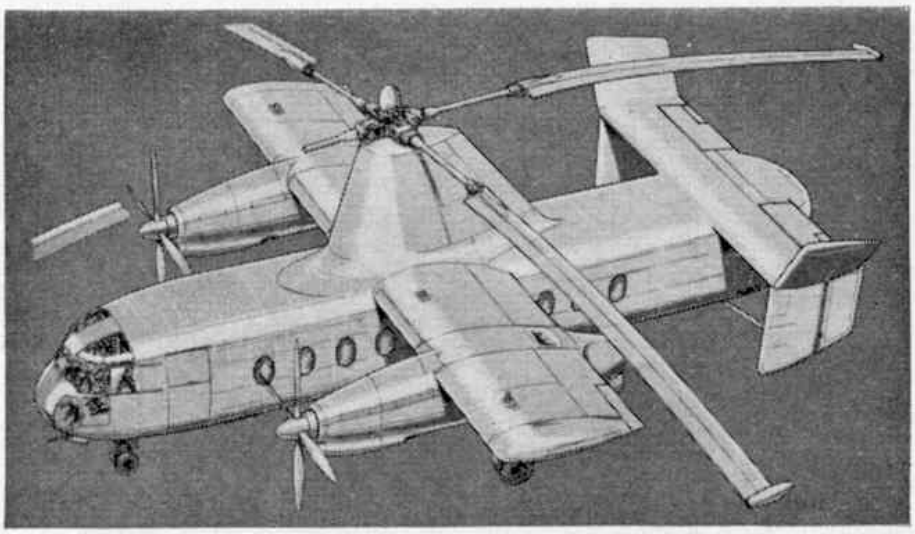
total payload. The drop was made at a speed of 150 m.p.h. at a height of 1,500 ft., and the load took 35 sec. to reach the ground.

No mere stunt, the drop was part of a parachute research programme aimed at developing methods of delivering heavy equipment to troops in inaccessible areas. The load, which consisted of steel plates and ballast, descended under eight G.Q. parachutes, each with a diameter of 66 ft. and containing nearly 1,000 yds. of nylon.



Drawing of the Fairey Rotodyne helicopter, the prototype of which is now being assembled for flight testing at White Waltham aerodrome.

Quieter Helicopters

At White Waltham aerodrome recently, I was able to see and hear for myself the tremendous progress that Fairey's are making in silencing the tip-mounted, pressure-jet engines of their big Rotodyne helicopter, the prototype of which is almost complete.

Dozens of differently-shaped silencers have been tested on a big rotor spinning tower at the aerodrome, and some have reduced the noise level from 105 decibels to 95 decibels at a distance of 200 ft. from the rotor. This may not sound a lot, but it represents a reduction in noise of not 10 per cent., but 90 per cent. There would be no point in reducing it any further, because the noise made by the big 90 ft. rotor itself as it turns is equivalent to 95 decibels. Even more remarkable, the silencing is achieved at a cost of only 5 per cent. of the engine's thrust.

In everyday terms, a loud motor horn at 20 ft. has a noise level of 110 decibels and a tube train 90 decibels. The Rotodyne will, in fact, be considerably quieter than a conventional piston-engined helicopter within a few seconds of take-off.

"Voice" Aircraft in Malaya

One of the most unusual air force units in the world is the Voice Flight of No. 267 Squadron of the Royal Air Force, stationed at Kuala Lumpur in Malaya. During the twelve months ending 31st March this year, its three Dakotas *Faith*, *Hope* and *Charity* and two Austers *Mee* and *Mo* flew a total of over 2,400 hrs., of which 824 hrs. were spent broadcasting messages to the terrorists hidden in the dense jungles.

Nearly every day and often at night, in all weathers, the aircraft flew at heights of between 1,200 and 2,500 ft., broadcasting "come out and surrender" messages over powerful amplifiers, with the aid of specially-recorded tapes in a number of Chinese and Indian dialects as well as the Malayan language. The surrender of many hardened terrorists is attributed to these psychological warfare operations.

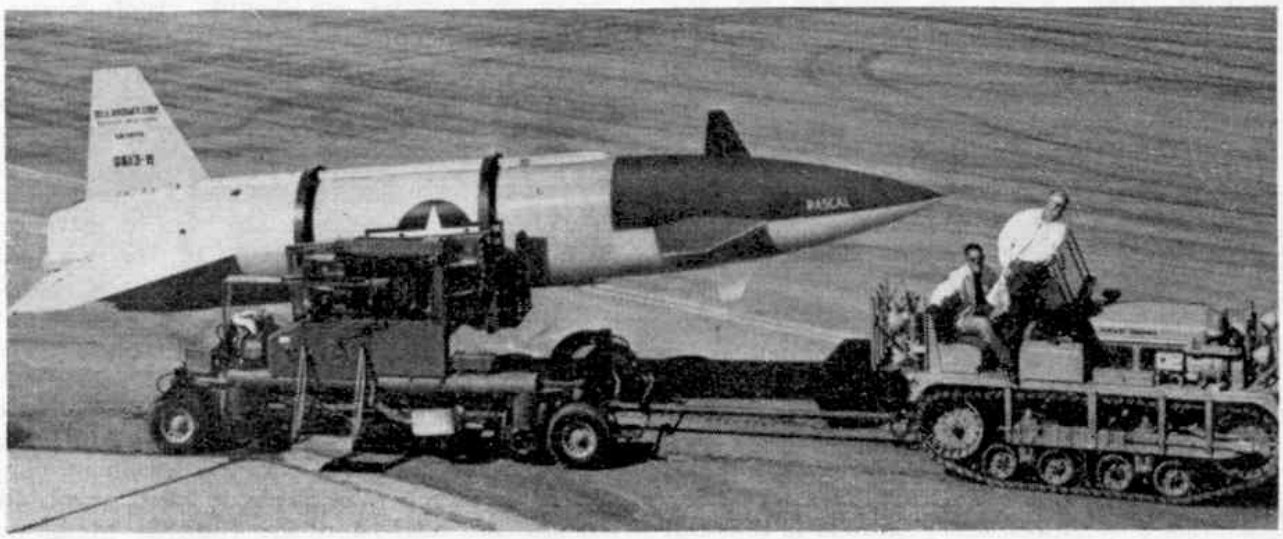
Powered Bomb

The Bell GAM-63 Rascal, illustrated below, is the weapon for which U.S.A.F. bomber crews have been waiting for a very long time. It is basically a bomb; but unlike the usual kind it will find its own way to the target if released 100 miles away, so that the bomber does not have to approach too close to a heavily-defended target area.

Photographs released so far have shown the Rascal being carried by a B-47 Stratojet, on which it is mounted externally on a rack on the starboard side of the fuselage, under the wing. Dropped like any other bomb, it is powered by a liquid-propellant rocket-motor which gives it a range of 100 miles at about 1,000 m.p.h. at a height of 100,000 ft., where it is out-of-range of defending fighters and missiles. It can carry either a high explosive or nuclear warhead and is about 27 ft. long.

* * * *

B.O.A.C. have ordered, from Vickers, 35 VC10 jet-liners for delivery in 1963. Each will have four Rolls-Royce Conway turbojets and will be employed on the Corporation's African, Far East and Australian services.



A Bell Rascal powered bomb is here shown secured to a ground-handling trolley for transport across the airfield.