The first of the ten new Douglas DC-7C air liners for British Overseas Airways Corporation.

Air News

By John W. R. Taylor

B.O.A.C. Buys Boeings

Although some people have criticised B.O.A.C. for ordering fifteen of the big 107-170 seat Boeing 707 jet air liners for use on its transatlantic services, there was no alternative if the Corporation is to meet international competition on this important "prestige" route from 1960 onwards.

Long before then, it should set the pace between Britain and America with its long-range turboprop Britannia 312's; but some passengers will, in due course, prefer the greater speed of jet-liners to the quiet comfort and lower fares of the Britannias, and B.O.A.C. must meet this demand. Nor can its directors be accused of not wanting to fly British, because the Corporation has on order 33 Britannias, 19 Comet IV's and 12 Viscounts, costing nearly £85 million, and will save $25 million by having its Boeing 707's equipped with Rolls-Royce Conway engines, instead of American turbojets.

In addition, B.O.A.C. and de Havilland are working together on the design of a new jet-liner for service with the Corporation in 1962. Known as the D.H.118, it will have a similar performance to the large U.S. jets, which means a range of up to 6,500 miles at 525–575 m.p.h., but will be somewhat smaller in size. As a result, it will be suitable not only for the Atlantic run, but also for the many other routes throughout the world where there is not the traffic to fill the larger aircraft, and where runways are not long and strong enough to take them.

DC-7C on Schedule

Meanwhile, B.O.A.C. have taken delivery of the first of their ten Douglas DC-7C air liners, and will open a non-stop London–New York service with them this month. Powered by four 3,400 h.p. Wright Turbo-compound piston engines, these aircraft can carry from 48 to more than 70 passengers, according to the interior layout, at a cruising speed of around 350 m.p.h., and have weather detection radar in their nose to enable pilots to avoid bad weather en route.

From April onwards, the DC-7C's will be used to extend the B.O.A.C. network across the United States, from New York to San Francisco, where they will link up with a Qantas trans-Pacific service to form a round-the-world Commonwealth air route.

Aircraft "Boss" at 16

When 16 year old Roger Bailey leaves school at the end of this term, he will start in business as the "boss" of a company known as Pioneer Aircraft Services, at Croydon Airport.

His staff, ranging in age from 17 to 30 and including a qualified aircraft mechanic, have already completed

Roger Bailey in the cockpit of the first Tiger Moth renovated by his company.