



First g.a. drawing of the Model 1121 Jet Commander designed by Aero Commander Inc, the prototype of which is expected to fly within twelve months (see news-item on this page). Span is 43ft 4in, length 48 ft, and maximum design weight 14,000lb, and the aircraft will be powered by two General Electric CJ610 turbojets

Sport and Business

TWENTY THOUSAND PEOPLE were at Brakpan Airport, South Africa, on May 27 to see the finish of the last Governor-General's Cup Air Race. The first four places were taken by a Fairchild 24, Cessna 172B, Proctor 5 and Cessna 210 whose pilots won £700, £400, £200 and £100 respectively. The winning pilot was Mr A. P. Nieman, whose 20-year-old Fairchild must be one of the oldest aircraft ever to win this race. Mr Theo Delyannis was unlucky in coming third for the fourth time running in his 1947 Proctor 5.

Of the 39 aircraft entered, only two—a Tri-Pacer and a Tiger Moth—failed to finish. Both suffered engine trouble and force-landed safely. Other possible accidents were avoided by the decision a few weeks before the race to change the route slightly, avoiding the mountains on the Basutoland border. This shortened the race to about 1,100 miles and made navigation much simpler.

Of particular interest is the fact that the Durban Wings Club has decided to organize two similar races to be run concurrently—one for the faster aircraft and one for the others. This is not a substitute for the existing race but is accepted by many as an admission of its limitations. The big difficulty is the wind. Meteorology is far from a precise art in a big country like South Africa and a tail-wind may unexpectedly change to a head-wind when the race is half-way through and put the faster aircraft (the late starters) at a disadvantage. That is what happened this year.

As reported last week, the South African President, Mr S. A. Swart, is donating a cup to the Aero Club of South Africa to replace the Governor-General's Cup.

A FOURTH PILOT has joined the staff of McAlpine Aviation, Luton. He is Capt Hugh Watt, previously with Cunard Eagle Airways. Demonstration flying on two Helio Super Couriers (McAlpine are British agents for the type) and daily flights for McAlpine partners visiting construction sites are included in the current work of the McAlpine fleet, which now comprises two Super Couriers, a Piaggio P.166, a Cessna 310 and a DH Rapide.

Members of Southport Aero Club with Aircoupe G-ARHC at Woodvale. Secretary/CFI David Vernon is in the right-hand seat, with chairman C. L. Jessop next to him on the wing. The new aircraft, operated at £5 per hour, has attracted many old and new members to the club, and is fully equipped for night and instrument flying



WE REGRET TO RECORD the death on June 11 of Mr G. H. Miles (Eustace) Miles, OBE, chairman of the Association of British Aero Clubs and Centres. After RAF service in the 1939-45 war at the Ministry of Aircraft Production, during which he attained the rank of group captain, Mr Miles formed the ABAC in 1946 and was responsible for building up the Association's organization and activities to the present high level of efficiency. He was appointed OBE in 1953 for his services to the club-flying movement, and had been ABAC chairman continuously since 1954. He was 58.

The establishment of standards for club operation and training was perhaps the first major achievement of the Association under Mr Miles' guidance. In recent years the scope of the ABAC has been widened to cater for small flying groups as well as for the larger clubs, schools and centres, and immediately prior to his death Mr Miles was working on plans for a further expansion to meet the needs of individual members and business aircraft operators. Other notable ABAC achievements which stemmed in large measure from the efforts of Mr Miles included the Air Training Corps flying scholarship scheme and the Firms' Flying Clubs scheme. Assistance in the formation of clubs and groups and in the legal formalities of various aspects of club operation; the supply of maps, navigational instruments and publications; and the compilation of a list of light aircraft aerodromes and landing grounds, were also among the services built up under Mr Miles' guidance. Mr Miles had represented the ABAC as one of the Association's two members on the Standing Joint Committee on Private and Club Flying and Gliding since the committee's formation in October 1958, and it was mainly through the medium of this committee that his more-recent efforts to strengthen the position of club flying in this country were made.

Mr R. R. Paine of Derby Aviation, vice-chairman of the Association of British Aero Clubs, is acting chairman of the Association at present.



Mr G. H. M. Miles

THE FORMATION of a British section of the US Experimental Aircraft Association has been proposed by Mr Arthur Ord-Hume, and a meeting to discuss this will be held at the Kronfeld Club, London, at 7.15 p.m. on Saturday, July 15.

PRODUCTION DELIVERIES of the twin-jet business aircraft recently announced by Aero Commander Inc, the Model 1121 Jet Commander, are expected to begin "in the third quarter of 1963." The prototype should fly within the next 12 months, and FAA certification should be obtained by the end of 1962. The price for the basic aircraft will be \$475,000, or \$555,000 completely equipped with dual navigation and communication systems, autopilot and radar.

Illustrated at the head of this page, the Jet Commander is designed to carry a crew of one or two plus up to six passengers. The normal passenger complement will be four. Estimated equipped empty weight is 6,800lb, and design maximum weight is 14,000lb. Design speeds include: 111 m.p.h. stall (clean); 95 m.p.h. stall (landing configuration); 415 m.p.h. cruise at up to 20,000ft; and M0.8 cruise at 20,000ft and above. The passenger and pilots' compartments will be pressurized to a differential operating pressure of 7.5lb/sq in, maintaining a cabin altitude of 8,000ft with the air-

Jim Ryan of Gyrodyne hovering the XRON in typically relaxed mood at Paris. The little Gyrodyne (72 h.p. Porsche) is exceptionally docile and tractable and won a special prize in the French Aero Club helicopter competition. The company intend to teach someone without any previous airborne experience to fly the machine

"Flight" photograph

