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AIR NEWS

At Fort Worth, Texas, the American Army reveals the "Convertiplane", an all-purpose aircraft that can fly forwards, backwards and sideways with equal ease. The three-bladed props are quickly raised for take-offs and landings like a helicopter.

Once the plane is airborne, the props can be lowered for forward speeds of nearly two hundred miles an hour. Developed for reconnaissance work, and evacuation and rescue flights, the convertiplane will soon be in large-scale production.

His eyes covered with gauze, tape and a black mask, a stunt-pilot calling himself Count di Cagliostro is locked into a hood that he'll wear while flying blind. A dab of sealing-wax makes sure that there won't be any tricks - or will there? Anyway, just before officials arrive to stop the stunt, the Count is taxiing out into Biscayne Bay for his daredevil flight. Now watch.

Thirteen minutes later, the Count touches his plane down all in one piece. A thorough check shows that nothing's been tampered with. How does he do it? The Count claims it's just his super "extra-sensory perception".

The Comet III comes back into the news now that the findings of the exhaustive Comet enquiry are published. The enquiry resulting out of two accidents to the Comet I, completely exonerates De Havillands and B.O.A.C. Work will now continue to get the Comet III into service. Test-Pilot John Cunningham says this about the future of the airliner:

"The Comet III" when they go into passenger service, should be the most thoroughly tested aircraft airline in service".

The Comet III will be modified to comply with the enquiry's suggestions. These include different controls and a strengthened pressure-cabin. The Comet I will probably be used for research work, and the Comet II for troop transport. The Comet III will join the world's airlines, possibly sometime in 1956.