



MARCH 1976

THE  
***aeronautical***  
JOURNAL



THE ROYAL AERONAUTICAL SOCIETY

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The Westland Lynx  
now in production.

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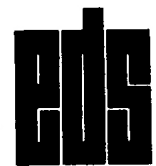
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### Cover picture:

In his paper presented as the Sixty-fourth Wilbur and Orville Wright Memorial Lecture last December (the full version of which appears in this issue), K. G. Wilkinson, Vice-Chairman of Rolls-Royce, looks at the possibilities and probabilities of civil airliner development for the next two decades, and concludes, *inter alia*, that there are still significant advances to be made in this area and the much-discussed plateau in aircraft design has yet to be reached.

The latest version of the Tri-Star as shown on the cover in Gulf Air livery is reputed to be the quietest of the wide-bodied jets. It is powered by three R-R RB.211-22B engines and the launching of this aircraft marked the entry of Rolls-Royce into the big high bypass ratio turbofan league, and it was also the first time a U.S. civil airframe manufacturer had opted for British engines.  
(photograph by Arthur Gibson)

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