

## *A* Ab Initio Jet for RCAF?

The Canadian ab initio jet market is bullish again as a result of last month's report to the House of Commons by the committee which studied the government's defense estimates. Among recommendations aimed at long range defense economy was one for replacement of obsolete training aircraft employed by the RCAF and introduction of an all jet program. Best bet to fill the bill in any concrete move toward a straight jet pipeline appears to be Canadair's CL-41 scheduled to roll out of the firm's Montreal plant by mid-November and begin flight testing in the following month.

## Caribou Air-borne

De Havilland of Canada's twin-engine DHC-4 Caribou has been undergoing extensive flight trials since it first took to the air at the end of July. Reports have engineers and flight test crews burning the midnight wattage to groom the aircraft to its full capabilities as early as possible. Full details on the aircraft and its performance are expected to be made available this month.

## Fairey Rotodyne in U. S.

Fairey Aviation Co. Ltd., of England, is negotiating with the Kaman Aircraft Corp., Bloomfield, Conn., for introduction of the Fairey Rotodyne into the United States. The 48-passenger VTOL Rotodyne, which made its maiden flight in recent months, has twin Napier Eland engines driving conventional propellers, plus a large tip jet driven rotor.

## Arrow Flight Tests Resumed

Avro Aircraft's CF-105 Arrow flight program is back on the rails again. The second aircraft to come off the production line began flights early in August. The repair program on Arrow No. 1 which was damaged in a landing mishap is nearing completion and it is expected to be airborne again soon, to be joined shortly by other aircraft which have been rolling off the production line.

## Sputniks On Show?

Space has been reserved at this year's Institute of Radio Engineers Convention (Automotive Building, CNE, October 8-10) for exhibits by Britain, the U.S., Russia and France. It is hoped that these nations will accept invitations to send exhibits devoted to Sputniks, Project Zeta, and other important developments.

## Mark 2 Arrow Production

Press time indications were that the Mark. 2 Orenda Iroquois powered version of Avro's CF-105 Arrow is being ordered into production. Among orders for this operational version of the supersonic, delta-wing interceptor reported to have been placed was one to Lucas-Rotax Ltd. in Canada for the aircraft's main generating system. The Toronto firm won its contract for the completely environmental free system, a major departure from the generating system on the Mark I aircraft, in open competition. The accepted system was designed and developed at the Lucas-Rotax Toronto facility over the past 12 months, is thought to be one of only two such systems developed.

## \$10 Million Wind Tunnel

Douglas Aircraft Co., Santa Monica, Calif., has announced plans for building a high speed wind tunnel capable of testing vehicles designed to travel at more than 8,000 mph. The testing facility, which, it is claimed, will contain one of the highest speed wind tunnels in the world, is being erected on a ten acre site at El Segundo, Calif. It will cost almost \$10 million, being paid out of Douglas capital funds. Three separate tunnels are included in the plan, the fastest of them to be capable of testing aerodynamic shapes at speeds exceeding Mach 10. With facilities already at Douglas' disposal this is claimed to give them the most complete range of privately owned tunnels in the world.

## New Jet For Missiles

Pre-flight tests of the new Pratt and Whitney JT-12, small high-performance jet turbine, have been completed. The new jet marks the entry of P & W into the smaller jet engine field. It completed a 15 hour rating test for missiles and has run for sustained periods at full power rating. Specifically designed for economical production, the JT-12 has an initial rating of 2,900 lb. dry static thrust for take-off, with a weight of 430 lb.: approximately 6.75 lb. of thrust per pound of weight.

## Boeing 707 Progresses

Late August saw Boeing's 707 jet airliner series advancing rapidly towards commercial service. Items: Pan American accepted delivery of its first 707-120 with permission to operate revenue cargo flights between the points of New York and San Juan; a provisional type certificate was granted by CAA for the 707-120. Total orders for Boeing's 707 line now stands at 187 from 15 airlines.