

RCAF To Get U. S. Mustangs

It is probable that Canada's immediate fighter strength will be bolstered by delivery of a considerable number of war-surplus Mustangs purchased from the United States, according to a report from Ottawa at press time. One report stated that an order for overhaul of these planes would be placed with

The de Havilland plant near Toronto but officials of the company denied any knowledge of such an arrangement.

The Mustangs will be used in the formation of a new fighter squadron as well as to equip auxiliary squadrons. The number of aircraft involved has not been disclosed.

Flight Test Avro Orenda Destined for Fighters

No date has been set for installation of the Canadian-designed Orenda engine in either the CF-100 or the Sabre, but the powerful turbine is building up ground test and flying hours in preparation for these events.

Two Orendas are flying in a Lancaster "flying test bed" (see illustrations) and at the end of August had logged more than 24 hours in a dozen or more flights. Since its original test run in February of last year, the Orenda type has rolled up some 3,200 hours of intensive ground running. The ground tests are continuing concurrently with the flight testing. One Orenda

has run for 784 hours without overhaul.

Meantime, it is understood that an Orenda is in the United States for installation and flight testing in a Sabre fighter.

The test bed Lanc. has been winterized for anticipated flights to northern air bases for cold weather testing next winter. The front and rear gun turrets of the aircraft have been removed, with fairings substituted.

A test observer's panel has been installed at the navigator's station in the flight compartment, in addition to automatic observers in the rear of the fuselage.

May Loan Chipmunks For U. S. Training

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The Chipmunks loaned to the U. S. will be the latest version, with the new blister canopy and VHF radio similar to the type being supplied to the flying clubs. It is powered with a Gipsy 10 engine, 145 hp.

The Chipmunk is a post-war - designed low - wing trainer, the creation of The de Havilland Aircraft of Canada. Approximately 150 have been produced in the Canadian plant with a somewhat greater number delivered from the parent company, on license, in England.

Canadian Chipmunks have been supplied in quantity to India, Egypt and Siam while trial quantities have gone to the Argentine, New Zealand, South Africa and Pakistan. D-H in England is manufacturing the trainer for the RAF reserve and also has supplied some to the Belgian and Danish air Forces.

The Fairchild T-31 has a gross weight of 3,900 lb., top speed of 170 mph, stalling speed of 60 mph, wing span 41 ft., and a 300 hp Lycoming radial engine.

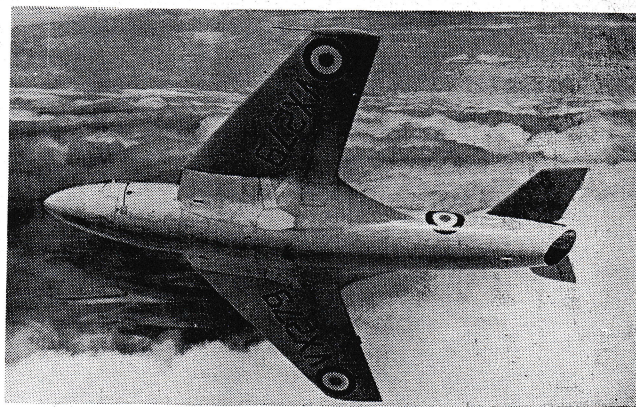
The Beechcraft T-34 has a weight of 3,900 lb., top speed 188 mph, landing speed (with flaps) is 54 mph, wing span is 32 ft. 10 in. Power: Continental E-225-8, 220 hp for take-off.

The Temco T-35 gross weight is 1,920 lb., top speed 150 mph, landing speed (flaps) 56 mph, wing span 29 ft. 10 in, power: Continental C-145-2HD, 145 hp.

Super DC-3 for USN 100 Are Ordered

One hundred of the U. S. Navy's rugged but service-worn R4D twin-engine transports will be modernized into military versions of the new Douglas Super DC-3.

The order was placed with Douglas Aircraft company of Santa Monica, Calif.,



The Hawker P1081, British jet fighter, which is to be manufactured in Australia.

Will Build Hawker P1081 on License

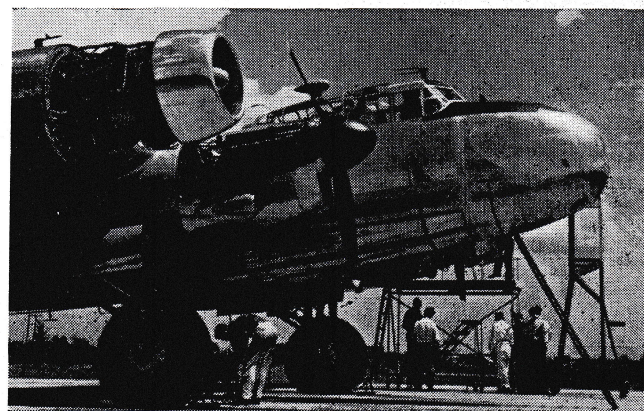
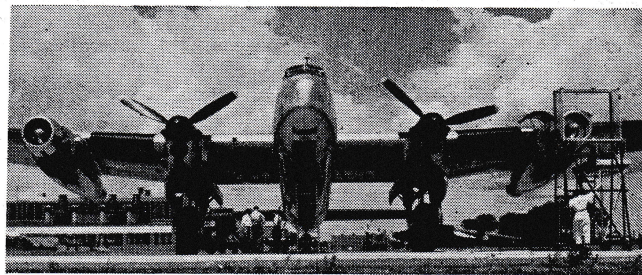
Britain's newest jet fighter, the swept-back Hawker P1081, said to be the fastest in the world, is to be built in Australia, according to an announcement by the Hawker Siddley Group in London. Negotiations, which have been going on for some months between Hawker and the Australian Dept. of Supply have just been completed and these aircraft will be built under license by the Commonwealth Aircraft Corporation of Port Melbourne, New South Wales.

Australian technicians are now at the Hawker plant at Kingston-on-Thames studying

the design of the P1081 and the company has already sent the first batch of production drawings to Australia. Performance trials of the P1081 will be undertaken at Boscombe Down within the next few weeks.

The P1081, a development of the Hawker P1052, flew for the first time on June 20.

Powered by a Rolls-Royce Nene turbo jet engine, the P1081 has wings, tailplane, and fin and rudder swept back and a single jet exhaust instead of a twin exhaust as on its predecessor, the P1052. This single type exhaust allows the P1081 to be equipped with reheats. Span is 31 feet 6 inches and length 37 feet 4 inches.



ORENDA LANCASTER—Flight testing of the Avro Canada Orenda turbine engine is being conducted with two of the jets installed outboard in a Lanc. as illustrated above.