

Customs Drawback

A 99% drawback on the Customs Tariff is available to Canadian buyers of imported new or used machinery when it is for use in plants of manufacturers of aircraft, aircraft engines, aircraft equipment, or of parts of any of these. This was revealed by Finance Minister Douglas Abbott in his 1951-52 budget, brought down recently.

Orenda Sabre

The experimental Orenda powered Sabre built by North American Aviation is to be flown to Canada at a very early date for continuation of test flying. The aircraft is being brought to the Avro Canada plant at Malton and this company will carry on with the flight test program. It is expected that Avro Canada Test Pilot Michael Cooper-Slipper will be assigned to this project, since he has been carrying out a similar task on the Orenda/Lancaster for the past several months.

Canadian Jet Trainer

The RCAF will purchase a number of unspecified type of two-seater jet trainers from a U.S. manufacturer, according to information given recently to the House of Commons by Defence Minister Brooke Claxton. While Mr. Claxton did not state the type of aircraft, his remarks apparently had reference to the Lockheed T-33, which is the only two-seater trainer powered by a gas turbine that is built in the U.S.

There are, however, two other aircraft available from the U.S. which are described as jet trainers, though they are powered by reciprocating engines. These are the North American T-28 and the North American TF-51 Mustang. The former was designed from the start as a transition trainer to ease pilots over the jump from basic trainers to operational jet aircraft and is powered by a Wright R-1300-1 radial with a normal rating of 700 hp (See *Aircraft*, February, 1950, Page 11). The second aircraft is a completely engineered two seat advanced trainer version of the F-51 Mustang, the prototype of which is now being built by Texas Engineering & Manufacturing Company. The TF-51s will be converted from surplus Mustangs.

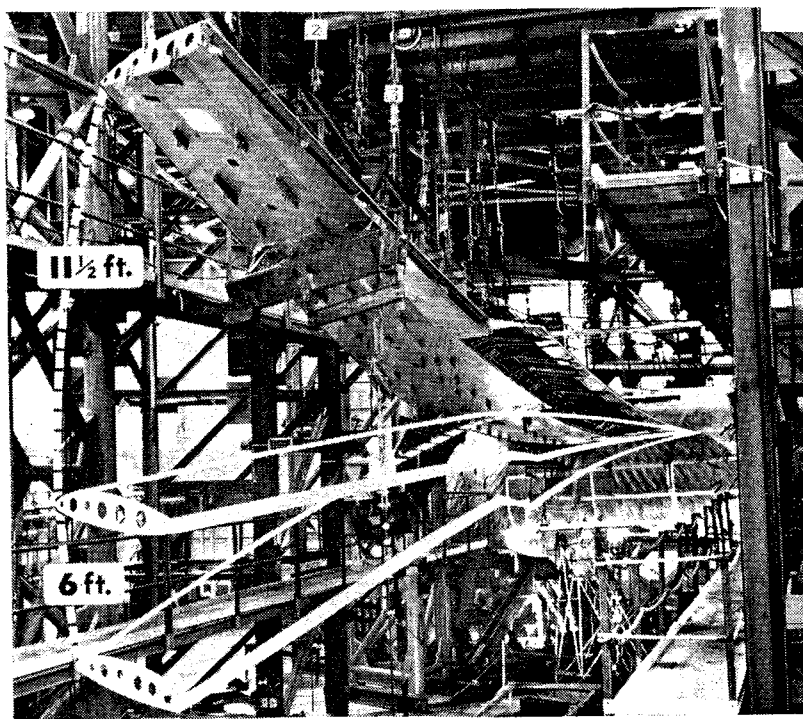
About the same time that Defence Minister Claxton made his remarks, Director of Aircraft Production Frank S. McGill, said that Canada was giving consideration to the production of a two seat trainer powered by a comparatively low thrust gas turbine of the centrifugal type. He gave no clue as to what the type would be or who would build it.

Bonanza for Beechcraft

The RCAF has signed a contract with Beech Aircraft Corporation of Wichita, Kansas, for an unspecified, but substantial, number of Beechcraft D18S aircraft for pilot training, navigation

Dove, which was a leading contender. It is understood, however, that the Dove was eventually rejected because, though the airframes could be manufactured in Canada, procurement of engines from the U.K. would present a problem. It was finally decided that the continued use of the Beechcraft would be most advantageous.

In announcing the contract, Beechcraft said that . . . "In Canada, expanding Air Force training program including training commitments under the North Atlantic Pact, the contract with Beech Aircraft will provide for three distinct phases of operation. They are planes for navigation training, completely fitted with astrodomes, plotting tables, and navigational aids and instru-



SEEING IS BELIEVING: No ornithopter this, but the wing of a Boeing B-47 Stratojet being put through tests simulating extreme in-flight air loads during combat conditions. Photo above was taken while the wing was deflected upward 11 1/2 ft. Outlines in centre show normal wing position; lower outline shows the point to which the wing was deflected under down load. Other overload tests included bending of wing tip through arc of more than twenty feet, without structural failure.

training, and short range communications work. First delivery of the twin-engine machines are to begin this month.

The Air Force already uses a considerable number of an earlier model of this type of aircraft for pilot and navigation training. In looking for new equipment to take care of its expanded training program, the service considered a number of twin-engine aircraft, including the de Havilland

planes for pilot training; and planes for transport. For navigation purposes the new Beechcrafts will supplement Dakotas now used in this RCAF program.

Prencos Service

A new publication, "Prencos Service Digest", has been issued by the Aircraft Division of Prencos Progress & Engineering Corporation, 72-74 Stafford Street, Toronto. The Digest covers all Prencos aviation products and is de-