



Points of interest in the "Flight" photograph of the Fairey F.D.2 (left) are the rear-fuselage air brakes and the small intakes atop the fuselage. The Sabre in the picture above is referred to in the paragraph headed "Canadair Sabre F.4."

AIRCRAFT INTELLIGENCE

U.S.A.

North American F-107. This advanced version of the F-100 Super Sabre made its first flight recently from Edwards A.F.B. The 35-minute flight was deemed "very satisfactory," but the drag parachute failed on landing and the machine rolled from the 5,000-yd runway at Edwards on to the bed of Rogers Dry Lake, where the nose undercarriage assembly collapsed on striking a ditch. Damage was slight. Formerly designated F-100B, the F-107 has a "solid" nose and a bifurcated air intake on top of, and behind, the cockpit. The powerplant is a Pratt and Whitney J75 with afterburner.

Turboprop Observation Project. The U.S. Navy is seeking proposals for a two-seater 300 kt turboprop observation aircraft which would be used by the Army and Marine Corps also. The Avco Lycoming T53 or General Electric T58 is specified. The Army has already announced that it needs a machine capable of operating from a 500ft field over a 50ft obstacle. No armament is required, nor will there be any armour protection, except, perhaps, flak curtains.

Canada

Canadair Sabre F.4. A photograph on this page shows a Sabre F.4 with a somewhat curious history. Although bearing U.S.A.F. markings, it is, in fact, a Canadair-built machine and was supplied to the R.A.F. with the number XB833. With other Sabres it became surplus to R.A.F. requirements and was overhauled by Westland Aircraft, Ltd., and had U.S.A.F. markings painted on prior to delivery to a NATO air force. The serial number 19687 is its original R.C.A.F. serial.

France

Marcel Dassault Etendard IV. In tests at Mérignac this "multi-purpose fighter" with a single Atar turbojet is reported to have displayed exceptional qualities. The claim is advanced that it "takes off and lands within a smaller space than has yet been achieved by any jet plane." (The Etendard II is a light ground-support fighter with two Turboméca Gabizo turbojets, and the Orpheus-powered Etendard VI is intended for the NATO competition.)

Hurel-Dubois HD-32. Following an order for four HD-32s by the Institut Géographique National some months ago, the second order for the same number of machines has now been placed. Both HD-32 prototypes have now been re-engined with Wright 1,500 h.p. units and are now called HD-321.01 and 321.02. The prototype HD-31 is now in the hands of the Aéro Navale, and one HD-32 is with

the French Air Force, undergoing utilisation trials.

S.O. Djinn. Military observers participating in recent tests near Chamonix have concluded that for mountain operations the Djinn helicopter does the work of 25 mules.

Sweden

Saab-91 Safir. The Royal Norwegian Air Force recently signed a contract for the supply of twenty-five Saab-91B2 Safir trainers, to be built at Linköping. The Norwegian Air Force is the third to adopt the Safir as its standard trainer: previously Sweden and Ethiopia had adopted the type. In civilian schools Safirs are used in

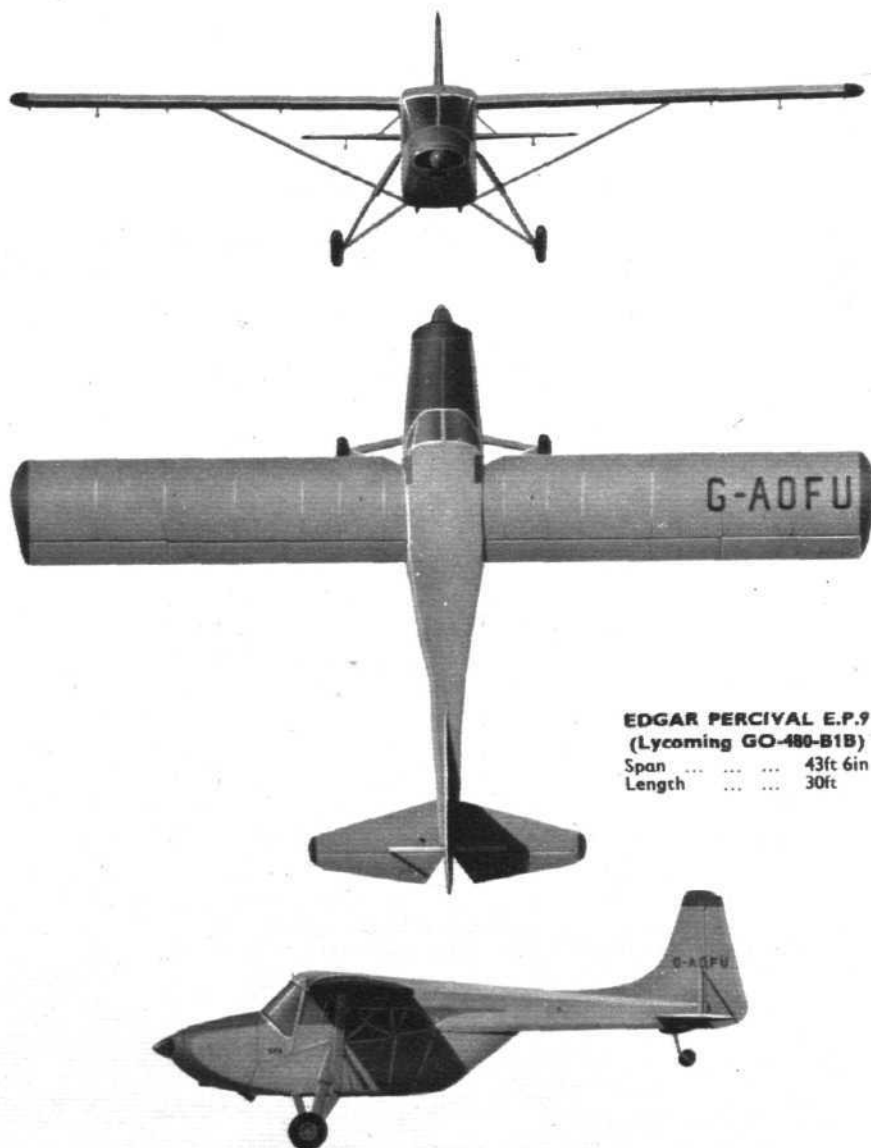
Holland, Belgium, France, Western Germany and Indonesia.

East Germany

National Markings. The East German authorities announce that aircraft of the new East German Air Force will carry the territory's national colours—black, red and gold—in a square on the wings of its aircraft.

Egypt

Training Equipment. The semi-official Egyptian Middle East News Agency reports that henceforth the Egyptian Air Force will use only Russian Yak training aircraft. Harvards will not be employed after the next academic year at the Bilbeis school.



EDGAR PERCIVAL E.P.9
(Lycoming GO-480-B1B)
Span 43ft 6in
Length 30ft