

# HERE AND THERE

## J52 Tooling Starts

LAST month Mr. Leonard C. Mallet, general manager of Pratt and Whitney Aircraft, stated that tooling for production of the J52 turbojet was being planned. The J52 is virtually a scaled-down J57, retaining the same high-pressure two-spool arrangement and with a maximum rating of about 8,000 lb. Last year Douglas chose it as the powerplant for the Model 1925 (DC-9) and it is now scheduled to power several Navy aircraft.

## International Rally Postponed

THE committee of the Royal Aero Club has announced the postponement until 1958—because of the “uncertain petrol situation”—of the invitation international air rally which was to have been held in London on May 18-20.

## CL-28 Nears Completion

MAINTAINING the schedule fixed three years ago, Canadair, Ltd., have rolled out the first CL-28 maritime reconnaissance development of the Britannia. On December 28 the first aircraft (there is no prototype as such) left the assembly line in the



**HORNETS:** Hiller H-32 ramjet helicopters (the type is popularly known as the Hornet) before delivery to the U.S. Army from Palo Alto, California. Field evaluation will be undertaken at Fort Rucker, Alabama. Glass-fibre is used extensively in the construction of these tiny two-seaters.

Montreal plant and was moved to the fitting-out hangar. It should fly in March or April after vibration and weight checking. A number (25 or 50) of CL-28s are at present in production for the R.C.A.F. and a transport variant known as the CL-44 (with turboprop power instead of the four Wright Turbo Compounds) is also being considered.

## Supersonic Leduc Flies

ON December 26 the prototype Leduc 022 supersonic ramjet aircraft made a successful test flight at Istres, near Marseilles. The flight lasted 25 min and was described by the pilot as “entirely satisfactory.” A descriptive note on this remarkable aircraft was published in *Flight* of December 28.

## Balloons in the News

AT Easter, the Dutch balloonist Boesman and his wife are to make a “Victorian-style” ascent from Alexandra Park, London; and next Thursday, January 10, Mrs. Griffith Brewer, the first woman to cross the English Channel by balloon, is to be interviewed on the B.B.C. Home Service by Mr. Charles Gibbs-Smith and will talk about her ascents between 1895 and 1906.

## The Bell 47J's Tour

THE Bell 47J helicopter which recently completed a 17,000-mile tour of 15 countries in Central and South America flew 250 hours during 83 days, only one day being lost through “unflyable” weather. Second civil 47J off the production line, the aircraft was piloted by Joseph Mashman, Bell's assistant director of contracts, with service representative Joseph Beebe as passenger. Included in the tour were several 600-mile non-stop stages.

## Swiss Fighter Programme

THERE is now further news of the Swiss Government's plans for equipping its Air Force with fighters to bridge the gap between the British- and Swiss-built Vampires and Venoms and more up-to-date aircraft. Just before Christmas (as reported in *Flight* of December 21, page 952) parliament debated the purchase of 40 Dassault Mystère IVAs for a total of 100m Swiss francs. It is now known that strong opposition was voiced against this proposal; reasons given were that the Mystère had

not been fully evaluated by Swiss test pilots, was not entirely suitable for alpine conditions and had “not very satisfying shooting qualities” (i.e., was not the optimum gun-platform). Funds for the purchase have not therefore been granted; parliament has, however, voted 20m Swiss francs for accelerated development of the indigenous F.F.A. P-16. Apart from the four prototypes, two of which have flown, 36 aircraft should be delivered by the autumn of 1958.

## Furious Feline

IN our issue of November 9 we illustrated the new Grumman F11F-1F Tiger, a revised version of the well-known U.S. Navy carrier-borne interceptor, powered by an afterburning General Electric J79. According to *Aviation Week* the F11F-1F has flown at more than 1,220 m.p.h. in level flight at 40,000ft, and has also reached an altitude of more than 72,000ft.

## V.T.O. Ejection

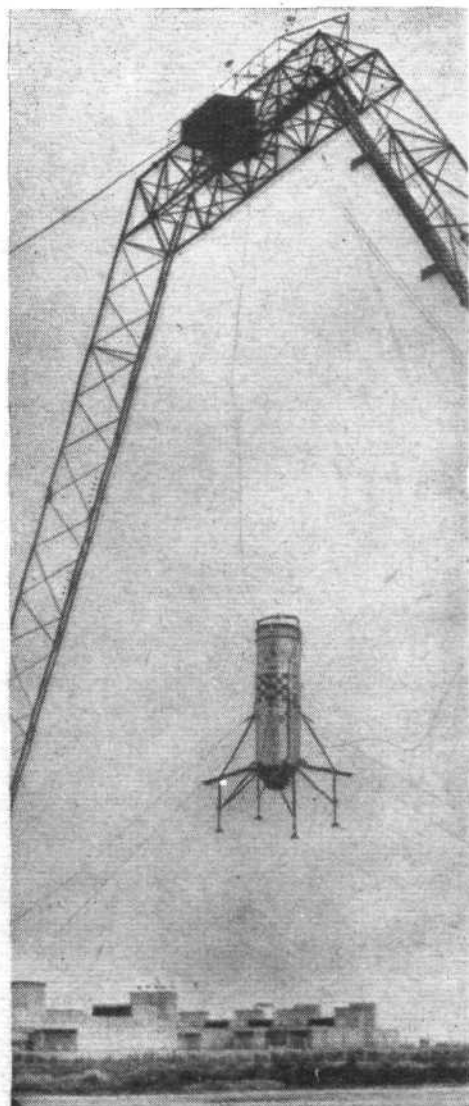
THE problem of escape from a V.T.O.L. aircraft during any of its various flight phases is a tricky one. Shorts have resorted to a light-weight automatic ejection seat; and an example was visible in the first picture of the Short SC.1 in *Flight* of December 21. We now learn that, correctly, the seat in question is a Folland/Saab Type 1A.

## Commemorating the First V.T.O.

EACH day of the 22nd International Aeronautical Meeting, to take place at Le Bourget between May 24 and June 2, will be devoted to a certain aspect of aeronautics. For example, May 30 will be set aside for rotary-wing aircraft and is being called “Journée Louis Bréguet,” as it will mark the 50th anniversary of the first vertical take-off. (On September 20, 1907, the Bréguet Richet made its first vertical flight, piloted by M. Bréguet. Two months later another Frenchman made the first free flight in a helicopter. He was Paul Cornu; the date was November 13, 1907.)

## Hunter T.7's Power Unit

THE latest information circular of the F.A.I., published in Paris on December 10, includes the homologation (reported in our issue of December 14) of the point-to-point, out-and-return records between London and Rome set by the prototype Hawker Hunter T.7 two-seater on its way for evaluation by the Italian Air Force. Average speeds were 566.07 and 534 m.p.h. It is of interest to note that the bulletin refers to the Hunter T.7 by its project number, P.1101, and describes the engine as a Rolls-Royce Avon Mk 121A—a designation forbidden by “security” in this country.



**ATAR VOLANT:** Now well advanced in trials at Melun-Villaroche, the S.N.E.C.M.A. Flying Atar P.1 makes an interesting comparison with the Rolls-Royce “bedstead.” Unlike the British device, it is remotely controlled from a small cupola through electric cables which deflect the efflux from the propelling nozzle.