

carriers *and* long-range bombers, rather than a question of carriers *or* long-range bombers. In the meantime, the Air Force has avoided an ignominious intervention by the Navy in the Greenland rescue affair, and will doubtless make capital of the slowness of the carrier. But the rocket rescue *could* have failed, and then the carrier and its helicopters might well have won the day for the Navy.

Canada's Defence Plans

THE recent announcement by Mr. Claxton, Canada's Minister of Defence, that the Dominion proposes to spend on defence this year a larger sum, and undertake a vaster peacetime programme than ever in history, is an indication of the seriousness with which Canada regards the present world situation.

That Canada has decided to concentrate on the building under licence of one of the American jet fighters, although regrettable from the British point of view, is understandable when regarded from the broader aspects.

What is unfortunate, however, is the manner in which the announcement was made, which was such that it might well cause wrong inferences to be drawn. This is especially the case on account of the fact that one statement made by Mr. Claxton was not widely quoted on this side. "We still," he said, "think the Vampire is, in many ways, the best jet fighter in the world."

Doubtless Mr. Claxton had in mind the excellent characteristics of the Vampire in the matter of stability and manoeuvrability at great altitudes. He will also have been aware that in other spheres the Vampire has

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proved itself remarkably versatile in that it has been developed as a long-range fighter, as a deck-landing fighter, and as a fighter-bomber equipped for ground-attack duties.

It is not to be expected that these represent the ultimate in development, and one may assume that de Havillands still have something up the Vampire sleeve, both as regards airframe and engine. Force is lent to this assumption by the recent release of information that a newer Goblin, the DGN.4, is in existence. The Goblin 3 gives 3,300 lb static thrust, so it is logical to assume that the new engine gives even more.



STRATOCRUISER: Late this year the first of six Boeing Stratocruiser long-range airliners should be delivered from America for service on B.O.A.C.'s transatlantic run. Details of accommodation have not yet been settled, but a scheme has been prepared for sixty passengers in three cabins, with a snack bar, lounge and dressing rooms among the amenities. The Stratocruiser has a gross weight of 142,500 lb and is the civil counterpart of the B-50 bomber (Superfortress replacement), now going into service with the U.S. Air Force.