

FROM ALL QUARTERS . . .

Wills Flies High

REACHING a height of more than 30,000ft over Mount Cook, New Zealand, on December 29th, Philip Wills set up new British gliding records for absolute altitude and for gain of height (28,200ft). Previous British records were respectively 22,430ft, set up by Wills in Spain in 1952, and 19,120ft, by A. F. ("Bill") Bedford in 1950. For the Mount Cook flight Wills used a Weihe sailplane which, it is reported, was still rising when he was forced to bring it down as a result of extreme cold and the cracking of its cockpit canopy. The world gain-of-height record is at present 30,098ft.

Other gliding news from the Antipodes is that the Australian national gliding championships, held on a de-centralised basis, have recently begun. The use of one base was ruled out because of the prohibitive cost of transporting sailplanes over long distances. Spread over a 25-day period, the championships comprise free distance, goal, and out-and-return competitions, with bonus points awarded for speed.

Otters for the U.S. Army

IT is announced that 84 de Havilland Canada Otters have been ordered, probably as the C-137, by the United States Army; the total contract price is reported to be approximately \$10m (£3,571,000). This is very welcome news, for it may well herald further large American orders for the type. The new contract exceeds the total order-book for the Otter; this stood at about 60 aircraft, of which some 45 have been delivered.

It will be remembered that, several months ago, six Otters were delivered to the U.S. Army for evaluation at Fort Bragg, North Carolina. These aircraft performed excellently and—according to some observers—appeared to match the best that could be done by both fixed-wing aircraft and helicopters.

D.H.C. have the distinction of being virtually the only non-American firm supplying aircraft to the armed forces of the U.S.A. The Otter's smaller forebear, the Beaver, has already been supplied to the Army and Air Force, to a total of over 300 machines.

English Electric Liaison

FOLLOWING the resignation of W/C. R. R. Stanford-Tuck, W/C. P. D. W. Hackforth has joined English Electric as assistant aircraft liaison officer. He will be based at Warton, and his duties will mainly concern liaison with R.A.F. Canberra squadrons.

Born in India and educated at Oundle, W/C. Hackforth won a prize cadetship to Cranwell and was commissioned in the R.A.F. in 1934. During his Service career he has been employed on specialist signals and radar duties, has commanded two bomber squadrons (Nos. 115 and 170) and has been station commander at Swanton Morley. From 1951 until his retirement in November, 1954, he was British air attaché in Caracas, Venezuela, in which post he was concerned with eight Caribbean countries.

Yet Another J47

SINCE the General Electric J47 first went into production in 1947 it has probably been made in greater numbers than any other post-war aero engine—Sabres and Stratojets alone account for over 20,000.

One variant was developed with an afterburner (the D-series), the production version of this series being the J47-GE-17, for the F-86D all-weather Sabre interceptor. Late-model F-86Ds are now receiving the J47-GE-33, in which several improvements have



THE COLLIER TROPHY, awarded in Washington jointly to Mr. James Kindelberger of North American Aircraft and Mr. Edward Heinemann (right) of Douglas Aircraft. The award recognizes their achievement in producing, respectively, the F-100 and the Skyray.

been incorporated. These include new inlet guide-vanes which permit a greater mass flow during full-speed running, either dry or with afterburner; a capacitor-discharge ignition system; a fully floating turbine shim shroud; a "hot-streak" afterburner-ignition system (see pp. 642-3 of October 29th, 1954, issue); a ceramic liner for the afterburner; and a larger variable-area nozzle.

With the GE-33 installed, the F-86D requires about 20 per cent less time to reach 45,000ft from a standing start. Static thrust with afterburner is probably about 8,000 lb.

Inspection Appointment

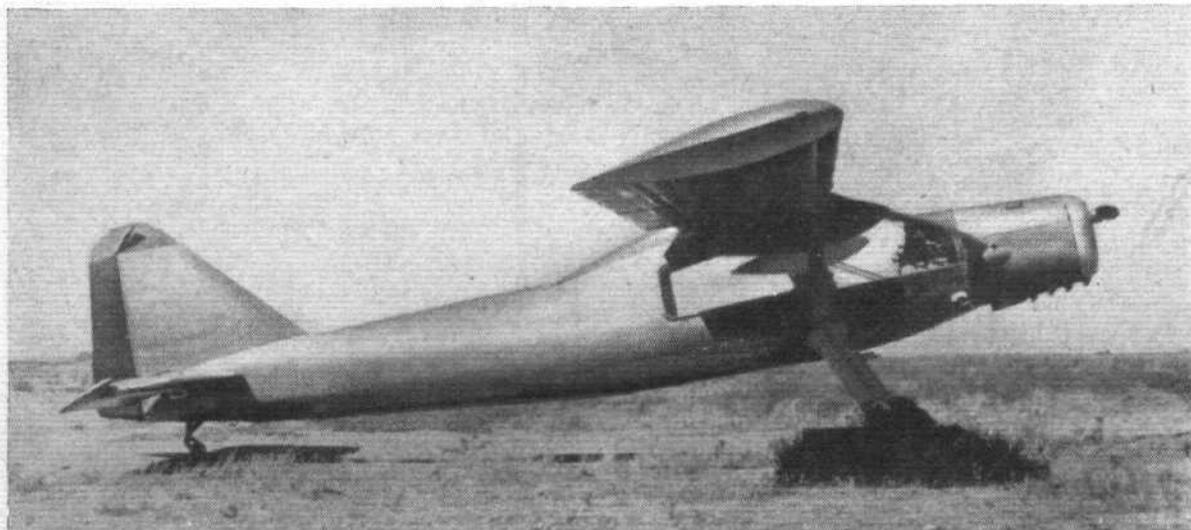


ON January 1st Mr. E. H. S. Folland was made group chief inspector to Blackburn and General Aircraft, Ltd. A son of the late Mr. H. P. Folland, he has held A.I.D. appointments in several well-known factories. In 1945 he was appointed senior production officer of the Ministry of Supply for the standardization of aircraft equipment. In 1947 he resigned from the M.O.S. to become chief inspector to Dowty Equipment, Ltd. Since 1951 he has held a similar appointment with Folland Aircraft.

Mr. Folland.

Hot Secret

IT is reported by *American Aviation* that British fighters—the Gloster Javelin first, and others later—are to be armed with a de Havilland air-to-air missile which homes on to sources of infrared (i.e. heat) radiation. Such a method of homing has been discussed for years, and it has singular merits. Whether or not the report is correct, however, cannot be stated.



DORNIER Do25: At Getafe airport, outside Madrid, is seen the new German-designed, Spanish-built general-purpose monoplane. Initially powered with a Tigre G-IVA of 150 h.p. it is stressed for engines up to 260 h.p. All fuel is carried externally. Note the remarkable cabin window and windscreens arrangements.