

**RADAR TRAINER:** First picture of the English Electric Canberra T.11, developed for the training of pilots and navigators in the use of airborne interception radar (news item below).

## FROM ALL QUARTERS



### Canberra A.I. Trainer

**D**ESIGNATED the T.11, a new version of the English Electric Canberra—for R.A.F. Fighter Command, to be used for training pilots and navigators of A.W. fighters in the use of A.I. radar—was announced last week. The T.11 is a modification of the B.2, with A.I. radar mounted in the nose. [A photograph of a B(1).8 with Ferranti Airpass fire-control equipment installed for trials was published in *Flight* for July 4, p. 6]. A crew of four is carried in the T.11 (including the two under training) and design modification has been done by Boulton Paul Aircraft, Ltd., at Wolverhampton.

The T.11 is the third new version of the Canberra to be announced in the last three months. The other two were the U.10, a pilotless target aircraft, announced in May; and the production-type P.R.9, which made its first flight in July.

### American's Big Surprise

**L**AST week, according to reliable reports received as this issue of *Flight* went to press, American Airlines ordered the biggest fleet of jet airliners since Pan American Airways invoked the new jet era in October 1955 with the first orders for Boeing 707s and Douglas DC-8s. In an announcement which must have jolted the whole U.S. domestic airline industry to its foundations American Airlines revealed: (1) An order for 25 Boeing 720s, (2) an order for 25 Convair 880s. Total value is said to be about £48 millions.

The surprising aspect of these big orders—which are additional to American's existing contracts for 25 Boeing 707-120s (now reduced from 30) and 35 Lockheed Electras—is that they have been placed at a time when the U.S. airline industry is making a special point of currying sympathy for its financial difficulties. For many months now the U.S. airlines have clamoured for higher fares with which to pay for the £1,000 millions'-worth of equipment now on order.

American's financing arrangements are not yet known, though the *Financial Times* reports that American have arranged to lease the powerplants of 85 aircraft out of their total new turbine fleet of 110 aircraft. This will be accomplished by a manufacturer-financed arrangement involving Pratt and Whitney (Boeing 707 powerplants), General Electric (Convair 880 powerplants), and Allison (Electra powerplants).

A significant result of the order is the healthy position in which the Convair 880 may at last find itself. A total of 88 is now on order; and though this number does not yet represent a break-even production run, Convair must now be viewing the future of their relatively slow-selling medium jet with greater optimism. Domestic carriers which have now bought the Convair 880 include T.W.A., 30; Delta, 10; Capital, 15; American, 25. Boeing, too, must be encouraged to have a second customer for their 720; United Air Lines had previously bought 11.

### Pre-Farnborough Boom

**R**ECORD sales by the aircraft industry during the first six months of this year mean that its export trade has now exceeded £700m since the end of the war—an achievement which

forms a proud prelude to the 19th S.B.A.C. flying display and exhibition, focal point of the industry's overseas sales drive at Farnborough next month.

The post-war total of £708,956,075 has been attained through sales abroad during the first six months of 1958 amounting to £77,208,814—representing an increase of 46 per cent over the same period last year (£52.9m) and compared with £55.9m and £30.7m for the first half of 1956 and 1955 respectively. Thus the industry is maintaining its record annual rate of £154m, compared with last year's record annual total of £116½m.

The total for the second quarter of 1958 was £40,803,529, the largest quarterly figure ever achieved and £2½m more than the year's first quarterly total. The June figure, £12,623,933 (28 per cent up on June last year), was the sixth largest monthly total ever achieved by the industry. Aircraft and parts accounted for £8,087,371, aero-engines £4,163,338 (the third highest monthly total ever recorded), electrical equipment £203,248, aeronautical instruments £138,379 and tyres £31,597. The leading buyer was India (£2,007,759), followed by Canada (£1,525,865), West Germany (£1,211,722) and the U.S.A. (£1,122,073).

### D.H.C. Caribou Flies

**A**FIRST full flight was made by the de Havilland Aircraft of Canada Caribou at Downsview, Toronto, on July 30 following short hops the day before. Designed to carry 28 armed soldiers or up to 2½ tons of freight, and to operate from short landing strips, the Caribou has been ordered initially by the Canadian Government on behalf of the U.S. Army and deliveries are due to start next year. Engines are two Pratt and Whitney R-2000s.

### Battle of Britain "At Homes"

**T**HERE will be 35 R.A.F. stations open to the public in England, Scotland, Wales and Northern Ireland on the Saturday (September 20) in this year's Battle of Britain Week. Those on view are to include Bomber Command bases where Valiants, Vulcans and Victors may be seen—Cottesmore (Rutland), Marham (Norfolk), Gaydon (Warwickshire), Waddington (Lincolnshire) and Honington (Suffolk). At Fighter Command stations like Acklington (Northumberland), Horsham St. Faith (Norfolk) and Leuchars (Fife) the public will be able to see Hunters and Javelins; Biggin Hill, the only station to be open near London, is—though no longer an operational station—planning a programme comparable with the great displays of past years; at Valley (Anglesey) visitors will see the home of the Guided Weapons Development Squadron and at St. Athan (Glamorgan) and Cosford (Staffordshire) they can inspect two of the largest stations in the U.K., where thousands of boy entrants are trained.

Other stations "at home" will be: Aldergrove (N.I.); Abingdon (Berks); Andover and Thorney Island (Hants); Benson (Oxon); Basingbourn and Waterbeach (Cams); Binbrook (Lincs); Chivenor (Devon); Church Fenton, Leeming, Lindholme and Norton (Yorks); Colerne (Wilts); Halton (Bucks); Wattisham (Suffolk); Jurby (I.o.M.); Turnhouse (Scotland); St. Eval (Cornwall); Syerston (Notts); Tern Hill (Salop); Upwood (Hunts); and Weeton (Lancs).

**DELIVERY** to the Royal Air Force of these twelve Scottish Aviation Twin Pioneers took place last week. The Twin Pioneer will lift sixteen soldiers out of 300 yd strips; or as an ambulance it is able to carry twelve casualties.

