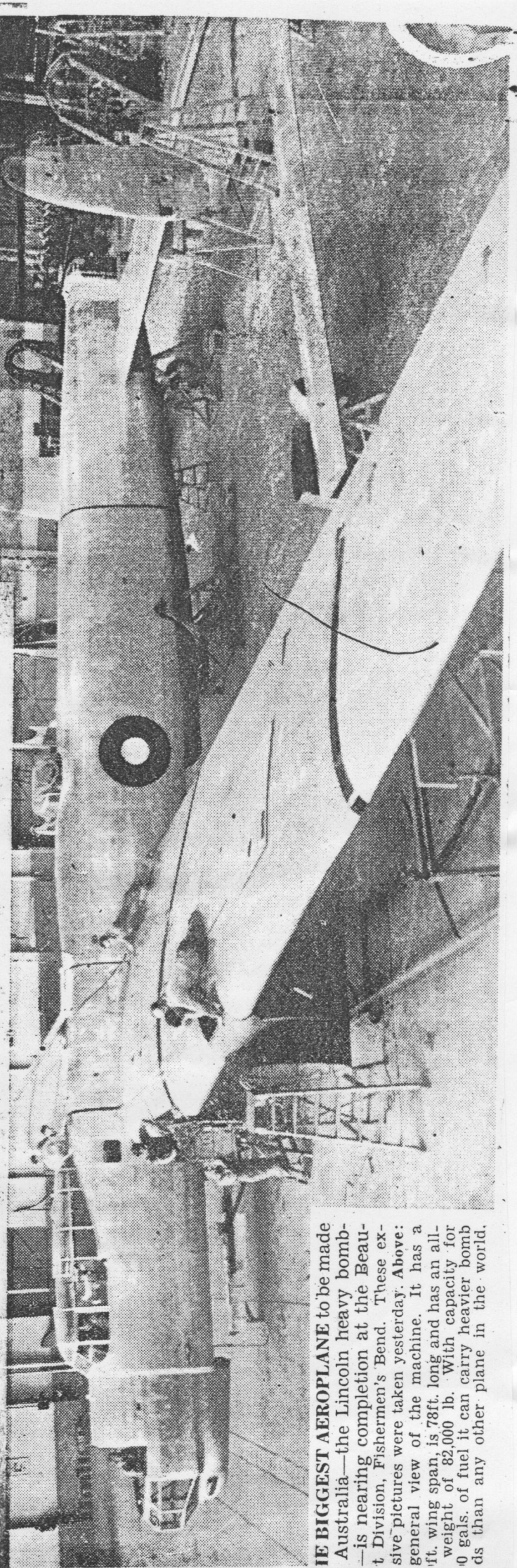


GREAT BOMBER NEARLY READY BIGGEST PLANE YET BUILT HERE



THE BIGGEST AEROPLANE to be made in Australia—the Lincoln heavy bomber—is nearing completion at the Beaufort Division, Fishermen's Bend. These extensive pictures were taken yesterday. Above: general view of the machine. It has a 78-ft. wing span, is 78ft. long and has an all-weight of 82,000 lb. With capacity for 40 gals. of fuel it can carry heavier bombs than any other plane in the world.

Non-Stop Flight Brisbane-Perth

PERTH, Tuesday.—Shortly before 5 p.m. to-day a R.A.A.F. four-engine Lincoln heavy bomber landed at Pearce airfield, ending a 2000 mile non-stop flight from Brisbane in 12 hours.

Purpose of the flight was to provide navigational training for the crew, who are attached to No. 23 squadron of the heavy bomber wing at Amberley.

The Lincoln will leave Pearce on the return flight shortly after dusk on Thursday.

OLD PAPER

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**Bomber in second
"isobar" flight**

A RAAF Lincoln bomber, which yesterday flew 1,800 miles by isobar navigation from Pearce, Western Australia, to Rathmines, New South Wales, arrived only half a mile off course.

Navigation formula was based on meteorological information received before the take-off, enabling what has been called "single heading flight" along a pressure path.

The aircraft was one of two Lincolns which flew from Melbourne to Pearce on Monday. They returned to East Sale aerodrome yesterday afternoon, on completion of flights totalling about 7,000 miles.

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RAAF PLANES BUILT HERE MODERN

Changes Made In Lincolns

Lincoln heavy bombers being built for the RAAF at the Beaufort Division Department of Aircraft Production at Fishermen's Bend are the most up-to-date type, similar to those being supplied to the RAF in Britain.

Lincolns that will be built by the DAP at the end of the £9½ million programme in 1950 will still be as up-to-date as those in supply to the RAF.

If the RAF bombers by then have gas turbines so will the Australian-built types.

Tudor 11 aircraft to be built here are almost certain to have gas turbine propulsion. They will embody all the latest features of the British transport type.

These facts were learned today from RAAF and Department of Aircraft Production officials, to whom were submitted the claim of Mr T. W. White, MHR, that the Lincolns would be obsolete before they were built here.

KEEPING ABREAST

Since the Lincoln programme was begun eight months ago in Australia, more than 200 modifications have been introduced into the original specifications to keep the aircraft abreast of overseas developments.

With the restricted production programme agreed to by Cabinet, every aircraft that left the assembly line here was an advance on its predecessor," an official said.

Most of the modifications already introduced in the Lincoln were in the airframe. Most outstanding was the introduction of a four-bladed propeller to replace the original three-bladed one. This was designed to give the aircraft better performance.

During the war the name of the Spitfire was retained, but the machine was progressively altered until, at the end, it had passed through about a dozen major changes.

Similarly, the Lancaster had been modified to such an extent that it was eventually decided that a new aircraft had emerged. This was called the Lincoln.

Prototypes of the Lincoln in England have been fitted with gas turbines for experimental purposes. When a decision was reached to make gas turbines a feature of the Lincoln they would be introduced simultaneously in Australian-built Lincolns.