

HOLLAND BUYS BOMBERS

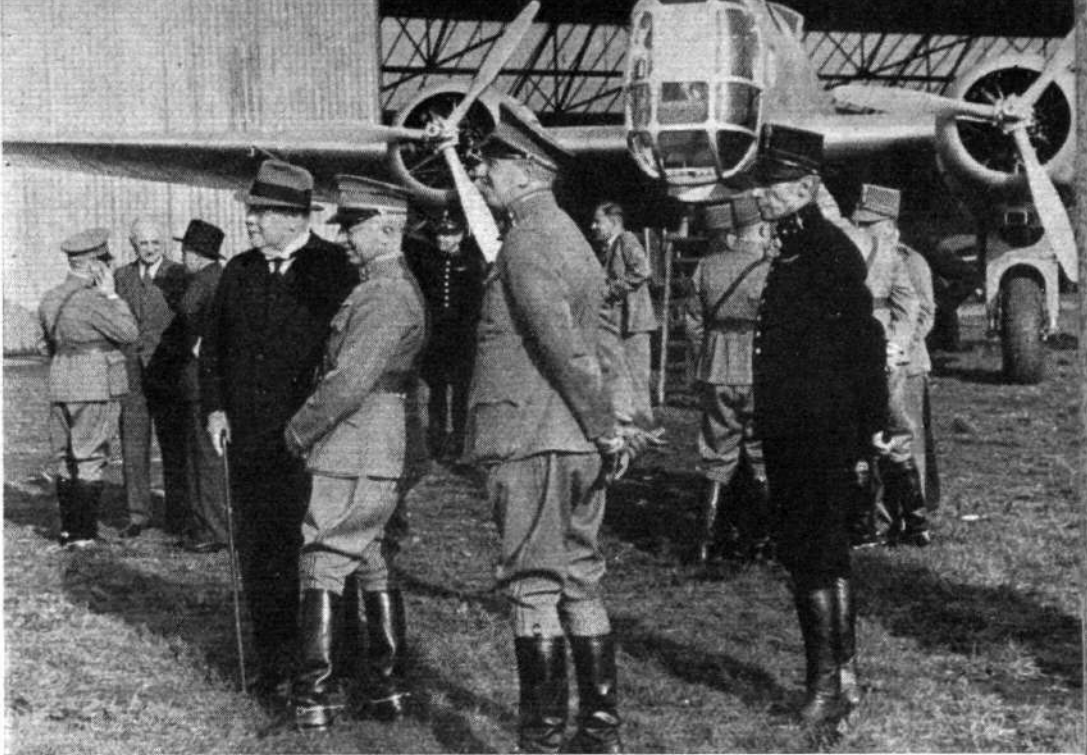
Initial Tests of Pegasus-engined T.5 : Heavy Armament and Fine Performance

THESE are some experts who maintain that Holland should devote her attention in the main to fighters, leaving the provision of bombers to the power or powers which would undoubtedly be allied with her in time of war. She will, of course, need various types, including bombers, for her East Indian Air Force, where she already has a formidable force of Martin B.10 bombers.

Nevertheless, a batch of sixteen Fokker T.5 twin-engined bombers is now being built for delivery to the Netherlands Army Air Service and the first machine of the series was inspected by the authorities a few days ago at Schiphol Airport, Amsterdam. It was built in seven months.

A semi-high-wing cantilever monoplane, the T.5 is of typical Fokker construction with two box spars, plywood ribs and bakelite plywood covering for the wing and a fuselage, in three sections, of welded chrome molybdenum steel tubes. In the nose is a turret for a "cannon," which also houses the bomb sight and release gear. The pilot's cockpit is not arranged for dual control, but as the range is less than 1,000 miles this will probably present no hardships. Above the wing and behind the cockpit is a machine gun for firing upward and to the rear. This position is also provided with emergency controls. Still farther aft, as indicated in the accompanying plan, is a gun which may be mounted to fire through the floor or may have a special mounting in the cabin wall. The operator of this gun is also the wireless operator.

The fuselage tail section of the T.5 is in the form of a Plexiglass cone, rotatable on a horizontal axis following the practice originated in the Fokker attack machine *Le Faucheur*, introduced at the last Paris Show. Twin fins



Officials of the Dutch Army Air Service at Schiphol during preliminary trials of the first Pegasus-engined T.5 bomber. The engines, it will be seen, have gilled cowlings.

and rudders are incorporated and trimming tabs are used.

Bombs are stowed in the section of the fuselage below the wing, this region being provided with appropriate "clam shell" doors.

The undercarriage is retractable into the engine nacelles and flaps extend inboard almost to the fuselage.

As ordered by the Dutch Government, the T.5 is fitted with a pair of Bristol Pegasus XX engines. The Pegasus XX is fully supercharged and delivers 820 h.p. at 2,250 r.p.m. at 9,000ft., the maximum power at slightly higher altitudes being 925 h.p.

and the take-off output 830 h.p. Alternative power plants are Gnome Rhone 14 NO-01s, which are claimed to give rather more power at slightly higher altitudes.

Approximate data for the T.5 are: Span 69ft., wing area 560 sq. ft., weight empty 9,920 lb., weight loaded (normal condition) 15,652 lb., top speed 242 m.p.h., climb to 16,400ft. 12.6 minutes, service ceiling 26,300ft., range at cruising speed in still air, with full tanks and at rated altitude, 870 miles.

The use of Bristol Pegasus engines in the T.V. may be significant in that the Dutch military air services have previously shown a partiality for American Wright Cyclones. Undoubtedly the Dutch authorities would have given a good deal to have been able to specify the new Pegasus XVIII with two-speed blower. This unit would give improved take-off characteristics and performance.

