

OCTOPROP: Made by the Propeller Division of Curtiss-Wright Corporation for the USAF, this "Octoprop" is an eight-bladed, contra-rotating model with a 19-foot diameter. Propeller is designed for turbo-prop engines of from 10,000 to 15,000 hp. C-W says prop has rated thrust sufficient to lift fully-loaded DC-6 off the ground.

the government, have been able to achieve a reasonable economic position; a record which I challenge any other country of which I know to surpass. The same is true of the non-scheduled operators in Canada where the normal process of growth is eliminating the poorer and weaker, but at the same time producing a group of well established and self-sufficient carriers, whose only weakness may be that the newness of their life has made it impossible for them to build up the capital reserves which we would like to see available for the future.

"In the international field our growth has perhaps been even more impressive than in the domestic field. At the end of the war T.C.A. was operating only one international route. Today it operates several routes to the United States; a major trans-Atlantic service to Ireland and the United Kingdom (as a result of a bilateral agreement with France which I signed recently this is to be extended to France next year); and another major service to Bermuda, Florida and the Caribbean.

"Canadian Pacific Airlines also operates one trans-border route and two major international routes, one to Australasia and the other to the Orient. The former will I believe shortly add New Zealand as a point of call. The latter service since the outbreak of the Korean war has been made available by the Canadian government to the United Nations and is the first instance of a government taking over the resources of a civil air operation and

making it available to the United Nations in support of U.N. forces."

Non-Stop By Jet

A USAF F-84 Thunderjet flown by Colonel David C. Schilling became the first jet aircraft to fly the Atlantic non-stop in either direction, during September. The flight, which was made with the aid of flight refueling, took 10 hours and one minute, so was not a speed record (the record is 9 hrs. 16 mins. and is held by a PAA Strato-cruiser). A second Thunderjet, piloted by Lt. Col. W. D. Ritchie, accompanied Col. Schilling as far as Labrador where it ran out of fuel following failure to carry out a successful flight refuelling. The pilot parachuted to safety however and was later picked up by a helicopter from Goose Bay.

The actual flight was from Manston, England, to Limestone Air Force Base, Maine, a distance of approximately 3,300 miles. Flight refueling was by the British probe and drogue method demonstrated at the recent SBAC Show by a Meteor and a tanker aircraft. Refuelling was carried out over Prestwick, Keflavik, and Goose Bay.

Trans-Atlantic Pacer

It's not recommended practice, but a pilot by the name of Max Conrad last month completed a round trip crossing of the Atlantic Ocean in a Piper Pacer powered by a 125 hp. Lycoming engine. The only time an aircraft of similar type has flown the Atlantic was when Cliff Evans and George Truman flew two 100 hp. Piper Super Cruisers around the world in 1947. Though higher powered, the Pacer is slightly smaller than the Super Cruiser.

Mr. Conrad, who is a songwriter by trade and ordinarily a peaceful resident of Minneapolis, Minn., started his flight on September 1, when he took off from Teterboro Air Terminal, Teterboro, N.J. and flew to Goose Bay, Labrador. The actual trans-Atlantic flight began on September 4, when, over the objections of the DoT he set out for Blue West I, Greenland. The stay at Greenland lasted a day and a half, when clearing weather enabled Pilot Conrad to fly the 800 miles to Iceland. On this leg he had an unofficial escort in the form of a USAF B-17. The flight was completed a week after leaving Teterboro (New York, when the pacer landed at Prestwick, Scotland.

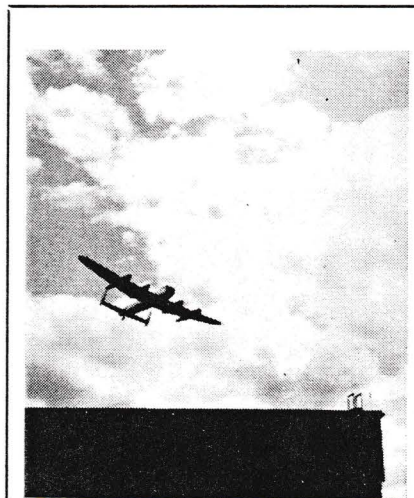
From Prestwick he flew to Paris, thence to Geneva, where he met his wife and nine children, whose pending return to the U.S. had been the cause for his visit to Europe. While in Europe he and his wife flew to Florence and to Rome then back to Paris. Having completed arrangements for his family's return via steamship, Pilot Conrad set out for the U.S. again. He made stops at Liverpool, Prestwick, Keflavik, Greenland, and Gander.

The aircraft used for the impressive flight was a stock Pacer "135". The only special equipment included two extra gas tanks of 130 gallons capacity, which added to the regular tankage gave a range of around 2,500 miles. Extra navigational instruments and blind flying instruments were also added. The radio equipment was built by Lear, Inc., and included a VHF transmitter, ADF, and multi-channel receiver. The normal cruising speed of the "135" is 130 to 135 mph. at 5,000 feet. While in Europe the extra fuselage tanks were removed and the rear seat reinstalled.

Said the intrepid Mr. Conrad: "The only bad experience I had on the whole trip was being charged \$15 a night for sleeping on a cot in Goose Bay—paying \$40 landing fee and over \$10 in other charges at Iceland."

Auction Sale

The first aeronautical book auction ever to be held in North America will take place on Thursday, December 7, at the Swann Auction Galleries, 146 East 56th Street, New York City.



PASSING SHOW: Avro Canada's Orenda Lancaster passes over the Toronto Flying Club's hangar during the Club's recent air show. Avro is utilizing every moment of flyable weather to push airborne tests of the Orenda.