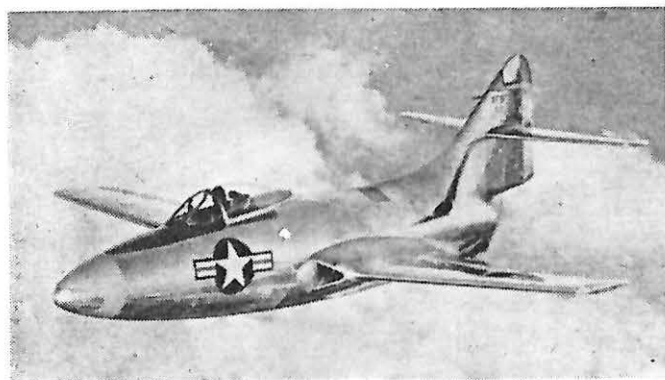


BRITISH MAY ORDER CANADAIRS



The Grumman XF9F-2 "Panther" shown in flight is equipped with a Rolls Royce "Nene" engine.

New U.S. Navy Jet Fighter Powered by British Engine

Capable of a top speed of over 600 mph, a new U. S. Navy fighter, the Grumman XF9F-2 "Panther" is powered by the British Rolls Royce "Nene" jet engine.

This new fighter, according to the Navy's announcement, is a descendant of the famous Wildcat and Hellcat series, and combines several features of the older machines including folding wings and low landing speeds. A new innovation is the installation of a pilot-ejection escape mechanism. Also new is the unique feature on the wings where movable leading edges operate in conjunction with the flaps providing better

control for take-off and landing.

Use of the Rolls Royce "Nene" was the result of extensive experiments in which the Nene proved the most successful. It is a single-stage, double entry compressor engine delivering air under pressure in the straight-flow combustion chambers. This engine is considered one of the best jets now in operation, and it is interesting to note that a model of it was sold to the Russians by the British some time ago.

The Nene will be produced in the United States by the Pratt and Whitney division of United Aircraft Corp.

Study Mountain Route For New TCA Service

Direct airline service between Edmonton and Vancouver is being planned by Trans-Canada Air Lines, it was announced recently.

W. F. English, vice-president in charge of operations

for TCA, said that consideration is being given to the selection of sites for navigational facilities over the mountains on a direct route. Considerable preliminary work will be necessary in the form of surveys before a route is selected and the installations will be required.

Aircraft Industry Awaits British Decision On Purchase of Airliners for BOAC Routes

The possibility that British Overseas Airways might order a considerable number of Canadair Four airliners created a flurry of press speculation on both sides of the Atlantic late in January.

Earlier in the month, the London Daily Telegraph had broken the story that British Overseas Airways had been approached by Canadair Limited.

The Telegraph suggested that the Canadair Four "would be extremely suitable for the Empire routes" and added that if bought by BOAC, the aircraft "might also be acquired by the Dominion airlines."

Powering of the Canadair Four with British-built civil Merlin power plants, valued at about \$100,000 per aircraft, enhances the plane's attractiveness in the sterling area markets. Furthermore, the Canadian aircraft's price tag (\$650,000 including power plants) is substantially lower

than other four-engined transport aircraft, such as the Constellation, Douglas DC-6 and Boeing Stratocruiser.

A Reuters report from London asserted that the Tudor issue would culminate in a duel between BOAC, backed by the Ministry of Civil Aviation, and the Ministry of Supply, the latter supporting British manufacturers.

At the same time, BOAC claimed that its \$32 millions operating loss in 1947 was chargeable mostly to the use of uneconomic converted military aircraft.

Neither BOAC nor Canadair offices here had any statement to make for publication.

As this issue of Canadian Aviation went to press, the decision of the British Government on this question was being awaited with intense interest in Canadian aircraft industry and Government circles.

Annual Air Show Planned for Toronto

Plans are under way to establish in Canada a large-scale International Air Show. The event is scheduled to be held at De Havilland Airport, Toronto, June 30 to July 3, 1948, and henceforth annually on or about the same dates.

The show is sponsored by the Kinsmen's Clubs of Toronto and organized and administered by the Canadian International Air Shows Ltd. Application for incorporation

of the company has been made and authorization to use the name has been granted.

A new high-intensity approach light has been developed by the Dept. of Transport as an additional aid to aircraft landings under conditions of poor visibility.

It is called the Ainsworth Light after the department's illuminations' engineer, and it will shortly be installed for trial at Malton airport, Toronto.