

BOAC and BEAC Show Fiscal Year Losses

British Overseas Airways Corp. cost British taxpayers the equivalent of \$240 for every passenger carried in its first year of operations ending Mar. 31, 1947, according to accounts made public in London recently. BOAC's statement showed a loss of \$32,500,000 for the year.

The heavy deficit was attributed by the company to the high operating costs of a motley fleet of different types of aircraft, most of which, with the exception of the Constellation, are regarded as obsolete.

Many BOAC routes were booked to capacity for the whole year with an average distance of 2,137 miles each, an approximate total of 276,000,000 passenger miles.

British European Airways, also government operated, showed a deficit of approximately \$8,000,000.

Vultee Sees Future For Jet Helicopters

The jet-propelled helicopter as the next project for the aircraft industry is visualized by the Consolidated Vultee Aircraft Corp. It could be powdered by tiny ram jet engines (which develop more than 30 hp. for each pound of weight) mounted at the tips of the rotor blades.

A helicopter powered this way would operate in much

the same way as a pinwheel used in a fireworks display.

Essentially, a ram jet is a tube open at both ends, with air scooped up at the front end, due to the forward motion, and flown through the stovepipe. Fuel is injected and burned in this air stream and the exhaust gases come out the rear of the pipe at increased speed, supplying a forward thrust.

A burner mounted on the rotor tip would pick up air at high velocities and result in high ram pressures which are requisite to useful efficiency.

More B-50 Superforts Ordered by USAF

A contract for 82 additional Boeing B-50 Superfortresses was recently announced jointly by the U. S. Air Force and the Boeing Aircraft Co., bringing to 215 the total number of B-50's ordered by the USAF.

Designed as the successor to the wartime Boeing B-29 Superfortress, the new B-50 retains the general characteristics of the earlier Superfort but has outstanding performance and maintenance improvements.

The new contract involves an expenditure of between 50 and 60 million dollars it was officially announced. First deliveries under the original B-50 contract were recently started.

Test All-weather Helicopter Blades

All weather helicopter blades of stainless steel construction built by the Good-year Aircraft Corp., Akron, Ohio, are undergoing exhaustive tests at the U. S. Air Force propeller laboratory at Wright Field.

Flight tests of these blades installed on an R-5 Sikorsky helicopter indicate that the stainless-steel rotary wings have lifting characteristics superior to conventional blades and may be flown safely in light or heavy rains. One of the outstanding features of the development is the leading edge de-icing system incorporated into its basic construction.

● Although it will be some years before the **D.H. 106** goes into service on the air routes, it has already been decided to name it the "Comet."

This revives the name of the de Havilland type which won the England-Australia air race in 1934, the machine from which the Mosquito is said to have been developed.

Predicts 500 mph for Future TCA Planes

Jet-propelled planes will be flying passengers—in any kind of weather—across the Atlantic at 500 mph regularly within five years according to a statement made recently by Donald R. McLaren, di-

rector of passenger service for Trans-Canada Air Lines.

TCA will likely have regular jet service to the British Isles within 10 years, Mr. McLaren claims, and he feels that the weather menace will be conquered within five years.

Agree on Air Service To Pelee Island

A tentative agreement has been reached by Leamington Airport Ltd., and Leavens Bros. Air Services Ltd., providing for restoration of Leamington-Pelee Island service, according to a report from the Air Transport Board.

Leavens Bros. had previously been operating the Pelee Island service from Leamington, but with the construction of the new airport there, they had failed to reach a mutual agreement regarding airport charges.

Blames Pilot Error on Too Many Instruments

The confusing conglomeration of dials, instruments, levers and switches in the modern airplane is the cause of most crashes blamed on pilot error, according to Dr. Paul Fitts, chief of the psychology branch, air medical laboratory, USAAF, Washington.

Between 50 and 75 per cent of all air crashes are blamed on mistakes by the pilot, but the air force psychologist claims that the complicated plane and not the man is at fault.

Woman Wills Airport To Ontario Town

Because she wanted to be remembered by future generations, a woman in the town of Stayner in Western Ontario willed the community some land to be used as a potential airfield.

The will of the late Esther Mae Fenlon who died recently at 81 years of age asks that "11 acres more or less be willed to the town of Stayner to be used all or in part as an airstrip for publicly owned light aircraft," and is greeted as a novel legacy in Canadian legal history.

Ross Cowan, an executor and private pilot, stated that as far as he knew this was the first case in Canada where a person has willed land for this purpose.



FLYING WING DISPLAYS CLEAN LINES

The Armstrong Whitworth 52 tail-less aircraft, recently flight demonstrated to the public, shows the latest trend for high speed aircraft.

Weighing 33,000 lb., the aircraft is powered by two Rolls Royce Nene jet engines and has a maximum speed in the 500 mph region. The sides of the wing are swept back at 35-degree angle, using laminar flow to reduce drag. Fins and rudders are on the wing-tips and longitudinal and lateral control are achieved by a single device known as the Controller. Trimming is carried out powerfully by another mechanism called the Corrector. Normal range is 1,500 miles at 36,000 ft., but overload tanks are incorporated to bring the range to 2,130 miles.

The pilot's cockpit is pressurized and fitted with an ejector seat.