

# The NEWS

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CANADIAN AVIATION

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## Orenda-Sabre Establishes New World Record

Jacqueline Cochran, flying the same Canadair-built, Orenda-powered Sabre in which she established a record May 18 of 652.552 miles per hour around the 100 kilometer circular course, set another international speed mark of 670 miles per hour (1078 km.p.h.) June 3 over a 15 kilometer straight-away course, near Muroc dry lakebed in California.

On May 23, with wing-tip tanks added to the plane for needed extra fuel, Miss Cochran put the plane around the 500 kilometer closed circular course also for a new international speed record for this distance of 590.273 miles per hour (950 km.p.h.).

Charles Logsdon, director of the contest division of the National Aeronautic Association, Washington, D.C., who

acted as official chief of the judges and timers, said:

"Jacqueline Cochran is now the holder of all men's international speed records for both straight-away and closed courses, except only the 3 kilometer straight-away record.

This statement applies to both the propeller-driven plane category and the jet-propelled plane category, which are separately recognized for purpose of international speed records. She holds all the straight-away and closed course international speed records for women. It has been my privilege during these past few days to witness and officially judge this series of test flights by Miss Cochran under varying conditions as to distance, altitude and power used. Between the last two record

flights Miss Cochran took the Canadair Sabre-jet to an altitude of approximately 48,000 ft. as indicated by the barograph installed by me in the plane, and for the third time dove past the sonic barrier."

Miss Cochran had the following to say:

"The various jet speed records which I have just made are the satisfying result of about a year of planning and hard work.

"On all the flights except the 500 kilometer, the full load of fuel would keep me in the air at full power only about 17 minutes. In the 500 kilometer flight, I carried wing-tip fuel tanks and had enough fuel for about 27 minutes at full power. This was insufficient so I could not make this flight at full power. Also, the wing-tip

tanks slow the plane down by about 40 miles per hour. In every case, I had less than two minutes of fuel left when my wheels touched for landing. At full power, I was burning about 1,200 gallons per hour and creating thrust the equivalent of about 11,000 horsepower. All flights were done at altitude varying between 200 ft. and 700 ft. above the ground.

"To the many people who have formed an opinion that that the new fast jet planes are dangerous, I wish to say that I consider the Sabre-jet an easier plane to fly and a safer plane to fly than the propeller planes of World War II vintage like the 'Mustang,' the 'Lightning' and the 'Thunderbolt.' If I were a young man I would be applying to the Air Force for pilot training.

## PSC Pakistan Survey Helps Avert Famine

Canada's Colombo Plan survey in Pakistan—started as a long-range resources development program last fall—is becoming an emergency weapon in a battle to avert threatening famine.

Pakistan faces its first dire food shortage since the country was established as an independent Dominion in 1947. W. H. Godfrey, general manager of the Photographic Survey Corp. of Toronto, said on his return from visiting the firm's air-survey crews at Quetta in north-west Pakistan.

As a result, the survey's land-improvement mapping, covering some 42,000 square miles, has become more urgent than the vast 123,000 square-mile geological mapping program which will guide exploration for minerals and oil.

The land-improvement mapping will enable Pakistan authorities to plan quick utilization of arable land and

also determine what acreage is now under cultivation. Large population movements, which helped to create the food problem, have also made assessment of present land use extremely difficult, Mr. Godfrey said.

A total of 130,000 square miles of Pakistan had been photographed from the air by May 1, Mr. Godfrey reported. The remaining 35,000 square miles will likely be photographed by October—or earlier if weather is favorable. However, the huge \$2,000,000 job—financed by Canada under the Colombo plan, and being carried out in its entirety by the Toronto survey company—won't be completed until 1957. Production of the 180,000 aerial photographs required and all of the mapping is being done at Toronto.

A number of the Canadians sent to Pakistan by the Photographic Survey Corp. have been joined by their families.



A NEW CANADIAN HUE IS TCA BLUE—The familiar dark blue uniforms of pilots and stewardesses on Trans-Canada Air Lines changed this month from air force to naval cut and a color midway between navy and royal, which will be known to the textile industry as TCA Blue. This is the first major change in uniform for the air crews since the Company was organized in 1937. They will be joined in uniformity by members of the traffic and station personnel in a uniform of TCA hue. Shown are, left to right, a passenger agent, a captain, stewardess in summer blue, and an airport passenger agent. The girls who serve the public on the ground will wear an all-year-round weight of gabardine, collarless, tailored jacket with three gilt buttons, a straight skirt with two side pleats, and a small felt pill-box hat distinguished by parallel white ribbons. Stewardesses will appear in TCA Blue in the wintertime only, although both uniforms are of the same design, cardigan style with bone buttons and wing lapels set on the shoulder line. A short-sleeve blouse with a narrow shawl collar is worn with tunic and a straight skirt, pleated back and front.