

aviation news digest



AT VANCOUVER for the B. C. Centennial Aviation Show, and seen together for the first time: third production Boeing 707, due for delivery to Pan American Airways, and the Russian TU-104 airliner. Crews of the two aircraft exchanged flights.

Air Show Televised For First Time

The air display given at RCAF Station Rockliffe, Ottawa, in connection with Air Force Day, was televised by CBC for the first time this year. The result was 28½ minutes of really sharp, well-organized flying. Compressed from the longer show of earlier years, the program illustrated excellent timing and remarkable flying skill on the part of the RCAF personnel involved. Aircraft taking part included several Canadair CL-28s, from Greenwood, N.S., and one of Transport Command's Comet IIs. Parachute descent of a three-man rescue team from AFHQ Training Flight and Uplands created a great deal of interest. The men jumped from a Dakota search aircraft and landed in the target area on the airfield.

Most spectacular flying was provided by a squadron of Sabres, from the OTU at Chatham, N.B., which demonstrated a mock rocket attack upon an airfield in trail formation. The popular T-Birds provided several lively aerobatic demonstrations. Largest formation of aircraft taking part was one of 36 CF-100s which made a demonstration flypast. In all, more than 100 aircraft took part, including helicopters from Training and Air Transport Commands. Static displays in the hangars gave visitors glimpses into other aspects of air force activity.

Transatlantic Comets

De Havilland Comet aircraft serving with the RCAF, RAF, and BOAC have to date made more than 60 transAtlantic crossings, some of them in less than five hours flying time.

TransAtlantic Comanche

First Piper Comanche to fly the Atlantic crossed from Miami to Lisbon via Bermuda and the Azores. It was accompanied by a Piper Apache. Both planes were flown by pilots of the Aircraft Ferry Co., Miami. Longest hop was 2,100 miles, Bermuda to the Azores. Comanche was fitted with an auxiliary tank in the cabin for the trip.

Award For Canadian

Dr. George Sinclair, professor of electrical engineering at the University of Toronto, and chairman of the executive committee handling the 1958 Institute of Radio Engineers Canadian Convention, has been awarded a Guggenheim Fellowship to continue research on slot antennas. For previous contributions to antennas theory he was made a Fellow by the I.R.E. in 1954.

No Delay in Avro Arrow Program

Assessment of last month's mishap in which the CF-105 Avro Arrow swerved off a Malton runway after touchdown following a successful flight has resulted in assurance that the incident has not caused a major delay in the flying program laid on for the delta-wing, all-weather interceptor.

The malfunctioning of the main undercarriage which was said to be the cause of the accident has been traced to its source and steps taken to avoid such incidents in the future.

The over-all flying program mapped out for the Arrow, it was learned, is in fact proceeding well in advance of the original schedule. The second Arrow, it is understood, has come out of production bays a good month ahead of schedule and has been on taxi trials prior to final preparation for its particular phase of the planned flying development program.

Damage to the first Arrow is being repaired and the aircraft is expected to carry out the remainder of its program

in evaluation of flight characteristics after a thorough check-out.

Meanwhile, Avro President and General Manager John L. Plant revealed in an address before the Royal Canadian Air Force Association in Edmonton some measure of the success which has been achieved in Arrow flights to date.

"Flying a flight plane exactly as prescribed by design engineers," Plant said, Chief Experimental Test Pilot Jan Zurkowski "exceeded the speed of sound" in a climb and at a height of more than 40,000 feet.

This was on the Arrow's third flight. Plant also confirmed an earlier report that the Arrow has exceeded 1,000 miles-an-hour in level flight with comparative ease.

Indications are that the RCAF attitude on progress with the Arrow program remains one of complete satisfaction, the landing incident notwithstanding. The fact that the program is running ahead of schedule is described as an unusually happy situation.