

CF-100 Now Packs Deadly Rocket Punch

Quicker than the eye was this initial test of rocket firing from the R.C.A.F.'s Avro Canada CF-100. The picture, taken over the R.C.A.F. range at Trenton, Ontario, was snapped at a speed of one-thousandth of a second with remarkable results. It shows deadly rockets spewing toward an imaginary marauder from their port rocket-pod. At the same instant, the first of a similar string of rockets is seen leaving the starboard pod with the flame shooting out behind. The aircraft's Pitot head, to indicate air speed for the pilot, is seen protruding from the port wing. The Avro Canada CF-100, in production for the R.C.A.F., for the air defence of Canada, is the first rocket-armoured aircraft in the British Commonwealth and the first fighter aircraft to be equipped with internally stowed rockets. Defence Production Minister C. D. Howe revealed their existence in the House of Commons in February. He said the Avro Canada Mark 4 CF-100, the all-Canadian long-range, day and night, all-weather radar and rocket-equipped fighter would be in volume production this summer.

BOAC Plans Fast London—Tokyo Hop

British Overseas Airways Corporation's Comet Jetliner on April 3 will inaugurate a service between London and Tokyo that will clip 50 hours off the present conventional airliner time.

BOAC officials said the Comets total journey time over the 10,200 mile route would be 33 and one quarter hours compared with the more than 80 hours required by the airlines piston engine Argonaut planes for the corresponding schedule. Actual flight time by Comet will be 26 and one quarter hours.

Operations will be once weekly in each direction until April 13 when the schedule will be doubled.

The London Tokyo service will mark the fourth BOAC route flown by the 490 mph Jetliner. It also operates on services from London to Johannesburg, Colombo (Ceylon) and Singapore.

The Comet made its first proving flight over the London-Tokyo route on July 3 of last year. Several similar test flights have been made subsequently the latest on February 4.

BOAC recently announced that the Comet carried a total of 14,920 passengers from the time it began operations in May 1952 up to January 3 of this year.

BCPA Buys For Pacific

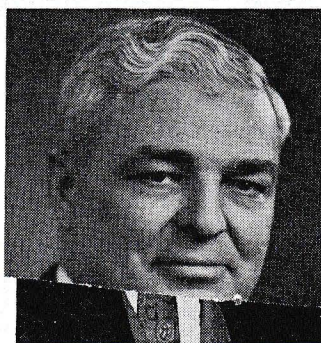
The de Havilland Aircraft Company and British Commonwealth Pacific Airlines announced jointly the latter's agreement to purchase three Comet Series 2 for use on their trans-Pacific service linking Australia and New Zealand with the North American continent. It is also made known that further orders for either Series 2 or Series 3 Comets are under consideration. Delivery of the three Series 2 Comets is expected to take place towards the end of 1954.

The Canadian group to get properly started, this trip will give the delegation a chance to set up a Canadian fund for administrative expenses and arrange for the issuing of nadian membership forms to all licensed pilots and aircraft owners in Canada.

The Kingston gathering was the first meeting of the association following its organization at Ottawa, January 30th, at which time John Bogie, Ottawa, was elected chairman, G. Warren, Ottawa, vice-chairman, and Margaret Carlson, Ottawa, secretary-treasurer.

Members present at the Ottawa meeting included: Carl Millard, Toronto; Paul Cote, Montreal, Que.; Rus-

British Commonwealth Pacific Airlines is owned jointly by the Australian Government, with a 50 per cent holding, and the New Zealand and British Governments with 30 and 20 per cent holdings respectively. The Company operates in parallel with Pan American Airways and Canadian Pacific Airlines on the 7,500-mile Pacific air route connecting Sydney and Auckland with San Francisco and Vancouver by way of Fiji, Canton Island and Honolulu.



Jean Ponsot (right) has been AIR FRANCE, the French National Jacques Mouries who after a stay in Paris to assume duties as S America and the Near East.

The new manager, recently a on June 29, 1915, in Auxerre, F the Lycée du Parc in Lyon, and i merciales and the Faculté de Droit joined AIR FRANCE in 1938. Station Manager in New York, A North American Division, and lat Indies and Guiana region.

sell Bradley, Carp, Ont.; D. Wagner, Kingston; Edmund Hall, Ottawa; Dr. H. R. T. Mount, Ottawa; D. Pickering, Ottawa; James H. F. Kenny,

Improved Viscount for BEA

British European Airways announced in London today the signing of a contract with Vickers-Armstrong Ltd. for the purchase of 12 new Viscount 800 propeller-turbine airliners. The order with spares amounts to more than \$15,000,000. The new airliners will be added to BEA's fleet of 26 Viscount 701's which come into service for the first time on its European routes this spring. TCA has 15 of the Viscount 701's in order.

The acquisition of the 12 Viscount 800's will permit BEA the largest airline in Europe to use the most suitable aircraft for varying stage lengths with maximum economy and without the high costs involved when an airlines fleet of basically different aircraft is used. The 12 new aircraft will be delivered to BEA by October 1955. The Corporation have eight more Viscount 800's under option. Development costs of the new aircraft are being borne by Vickers-Armstrong.

The Viscount 800 differs from the Viscount 701 in that its fuselage is longer by 160 inches permitting installation of four more rows of seats and increasing the seating capacity from 48 to 66, an increase in the horsepower of the four Rolls-Royce Dart engines from 1450 hp. in the Viscount 701 to 1800 hp. in the Viscount 800. (See "BEA" — page 139)