



BARRIER BREAKER. During a recent test flight this Handley Page Victor bomber flew through the sound barrier. It is claimed to be the largest plane in the world to have done this. Crew members of the barrier-breaking Victor were (left to right inset): G. Wass, Flt. Lt. J. W. Allam (pilot), and P. Langston.

CPA Communications

A new communications system has been installed by Canadian Pacific Airlines. This enables printed messages to be flashed between CPA headquarters in Vancouver and its foreign bases across the Atlantic and Pacific in three minutes. The equipment employed is the Telex private wire system. This has a telephone dial type apparatus to give CPA operators a direct teletype wire to points all over the globe.

Prior to installation teletype messages passed through three relay stations en route to European offices. Average communication took 30 minutes to complete. With the new system a printed record of any communication is available to sender or receiver. Confirmation that a message has been received appears automatically on the sender's teleprinter.

Orenda Tests Suits

Orenda test pilots and flight test engineers are wearing a new type of Canadian high altitude suit. It was developed by the Institute of Aviation Medicine, and is still under further development. Orenda's crews are working with the Institute to test the suit under actual operating conditions. Suit allows normal breathing for a limited period following cabin pressure failure at high altitude.

Visitors Saw Caribou

Chiefs of Staff of 14 NATO countries visited the Downsview, Ont., plant of de Havilland Aircraft of Canada Ltd. For their benefit there was a static display of Chipmunk trainers, as well as Beaver and Otter transports. The visitors were also shown the mock-up and wind tunnel model of the new DHC-4 Caribou.

Commander Record Hop

Standard production model Aero Commander 560-E has set a new world long-distance flight record for its class: 3,858 lb. to 6,613 lb. Flight of 1,522 miles was made by Miss Jerrie Cobb, who flew solo from Guatemala City to Oklahoma City in 8 hr. 5 minutes elapsed time. The former record of 1,235 miles for the class was established by a single-engined Russian fighter.

The recently announced 560-E Commander cruises at 210 mph with 70% power at 10,000 ft. Has two 295-hp Lycoming engines. On the record-breaking flight only 197 gallons of the 223 gallons of fuel normally available, was used.

TCA to White Top

Trans-Canada Air Lines has announced that it will white-top its fleet of Super Constellations, Viscounts, North Stars and DC-3s. The move is expected to increase passenger comfort by reducing temperature in the aircraft during hot weather, and also to facilitate exterior cleaning of the aircraft.

Story of Mid Canada copter operations to be told



Experiences of the RCAF's 108 Communications Flight, Rockcliffe, Ont., during Mid Canada Line helicopter operations will be told in a forthcoming issue of Canadian Aviation. Contributor of the article will be S/L Robert T. Heaslip, A.F.C., (above) commanding officer of the Flight, and 1956 winner of the McKee Trans-Canada Trophy.

S/L Heaslip, of Oshawa, Ont., received the award of the McKee Trophy for his contribution to operations during con-

struction of the Mid Canada Line. From February, 1956, his unit carried out the major share of the helicopter airlift.

Six H34, six H21, and up to ten H19 helicopters were employed to transport materials required to build and furnish the line installations from lakehead sites. More than 10,000 tons of construction and electronic equipment and close to 14,000 personnel were airlifted along the Line by the unit.

These operations, unprecedented in Canadian helicopter history, were often made under hazardous conditions, and were flown over rugged terrain. Their success was largely due to S/L Heaslip's energetic direction. He personally flew extensively on these operations. Through active participation, he evolved unique airlift techniques.

In addition, he was responsible for the evolution and perfection of helicopter cold-weather operating techniques.

Through his unfailing personal belief in the value of rotary wing aircraft to both the military and the civilian Canadian aviation industry, S/L Heaslip has provided a valuable blueprint which will be a decided asset to the future of aviation in Canada.

The McKee Trophy is presented each year for meritorious services in advancement of Canadian aviation. Emphasis is placed on performance throughout the year rather than on a single brilliant exploit, and special consideration is given to the application of aircraft and aviation equipment to new and useful purposes.



FUTURE RUNWAY. Work of runway leveling in progress at Halifax airport site.

Halifax joins the air race

One of the world's best-known and busiest seaports may shortly be a strong contender as one of Canada's leading international air travel centres.

Halifax, Nova Scotia, is basing its bid for prominence on the air maps of the world upon the \$7,000,000 airport being built at Kelly Lake, some 30 miles inland from the Maritime capital.

Work on the airport site is moving into the second stage with the concreting of the two runways. These are to be 8,000 and 6,200 feet long respectively. They are expected to cost \$3,300,000.

Work is due to begin later in the year on the terminal building, cost of which is estimated at about \$2,500,000. The building will contain waiting rooms, ticket offices, offices of the health and welfare departments of the Federal government along with quarantine facilities, a restaurant and coffee bar, wash rooms, observation lounge, and customs offices. Department of Transport meteorological facilities will also be accommodated. The control tower will be of glass construction.

The building is expected to be completed for opening either late 1959 or early 1960. It will be similar to the one now in use at Uplands Airport, Ottawa. Halifax airport will be equipped with surveillance radar, providing a link in the chain of radar facilities across Canada.

"There's nothing on paper yet, but

everyone expects Halifax to become an international terminal," Allan J. Sutherland, district traffic manager of Trans-Canada Air Lines, has said in forecasting the airport's role.

TCA officials at present in temporary quarters at Shearwater Naval Air Station will be moving to new facili-

ties at the airport. Their teletype machinery has already been moved to Halifax. TCA aircraft and officials have been accommodated at the naval air base since shortly after the late war.

Operation Budworm

Almost 200 planes are being employed for the spraying of budworm infested forestlands in New Brunswick and Quebec. Operation is the biggest ever planned. More than 20 airfields will be in use, two of them having been prepared specially for the operation. Prime contractor for the operation in Wheeler Airlines Ltd., St. Jovite, Que.

TCA Weather Radar

Installation of weather radar on TCA's long-range Super Constellation fleet is being spread over about nine months. Equipment to be used is the RCA Model AVQ 10. TCA has stated that the installations will provide experience on which to base operation and maintenance of airborne radar in its future all-turbine-powered fleet.

Naval Copter Training

Six naval helicopters of the RCN's anti-submarine experimental squadron, HS-50 have been on a training mission at Key West, Florida. Following an intensive three-month course they returned to HMCS Shearwater, near Dartmouth, N.S., recently. They operated with units of the Canadian and U.S. navies.

McCurdy Award to Orenda V-P

The fourth annual general meeting of the Canadian Aeronautical Institute in Ottawa late in May drew industry representation from across the country.

A highlight of the lively sessions was presentation of the McCurdy Award for 1957 to Earle K. Brownridge, Vice-President Manufacturing of Orenda Engines Ltd.

Emblematic of "outstanding contribution to aviation in Canada," the award was presented by the man whose name it bears, Hon. J. A. D. McCurdy, pilot of the first powered aircraft to fly in the British Commonwealth.

The citation to Mr. Brownridge stressed his "outstanding contribution to development and production of gas turbine engines."

The Orenda vice-president said he accepted the award not as a personal commendation, but as a tribute to the work of the many who co-operated in the team effort which had brought Orenda its present world recognition in the gas turbine field.

He mentioned the names of some of the others to whom credit was due, including that of Sir Roy Dobson, "whose vision and faith in this country was the beginning of all this"; Crawford Gordon, Jr., President and General Manager of A. V. Roe Canada; Walter R. McLachlan, President of Orenda; Fred T. Smye, President of Avro Aircraft; and Paul Dilworth, Winnett Boyd and Fred Taylor; all of whom he said contributed a great deal to the original Orenda design and production planning.

Guest speaker at dinner was E. T. Jones, Director General of Technical Development (Air) for the British Ministry of Supply.

At the conclusion of the dinner meeting, Thor E. Stephenson, of Canadian Pratt & Whitney, turned over his president's chain of office to Group Captain H. R. Footitt, RCAF, Director of Aeronautical Engineering, who will head the CAI during the next year.