



Construction

Down Under

An Avro Jetliner may be flying on Australian inter-capital services before the end of next year as a result of proposals made to Trans-Australian Airlines, the Government operated airline, by Air Chief Marshal Sir Keith Park, representative of Avro Canada Ltd., according to the Australian government.

The C-102 Jetliner was inspected by A. W. Coles, chairman of the Australian Airlines Commission, and Mr. J. L. Watkins, technical superintendent for TAA during their recent visit to Canada and England.

TAA is planning for the introduction of jet airliners on its internal air routes. Its officers have inspected the Vickers Viscount turbo-prop airliner from Vickers-Armstrong Ltd., as well as the Avro C-102. Discussions of the Avro have hinged on the assumption that if sufficient orders were forthcoming it would be produced in Britain and no dollars would be involved in its purchase.

Sir Keith Park's proposal is that after the September, 1950 show in England, the Avro C-102 would be exhibited in Australia during October. It would then be handed over to TAA for a three months' tryout on the interstate routes. It would be used only on freight operations, and no passengers would be carried during the trials.

Gassing Up

Boeing has gone into the flight refueling business. A new system, in which a telescoping pipe is utilized, has been developed for the USAF. With the Boeing system, the two aircraft fly in formation and the telescoping refueling boom, which is controlled from within the tanker plane, is inserted into a special socket in the nose of the receiver plane and the fuel transferred under pressure.

The "Flying Boom" as it is known, consists of a telescoping metal tube extending from the rear underside of the tanker. For take-off and landing the Boom points straight back from under the tail. It is fitted with small vee-shaped control surfaces which gov-

ern movements of the Boom either up or down or to either side. In this manner an operator seated in the tail of the tanker guides the Boom into the special fueling socket in the nose of the receiving aircraft.

American Views

A short time ago Boeing issued a statement by Wellwood E. Beall, vice-president for engineering and sales, which tended to play down the lead in the jet transport field which has been attained by Britain and Canada. Now Douglas has come on stage with a bucket of cold water.

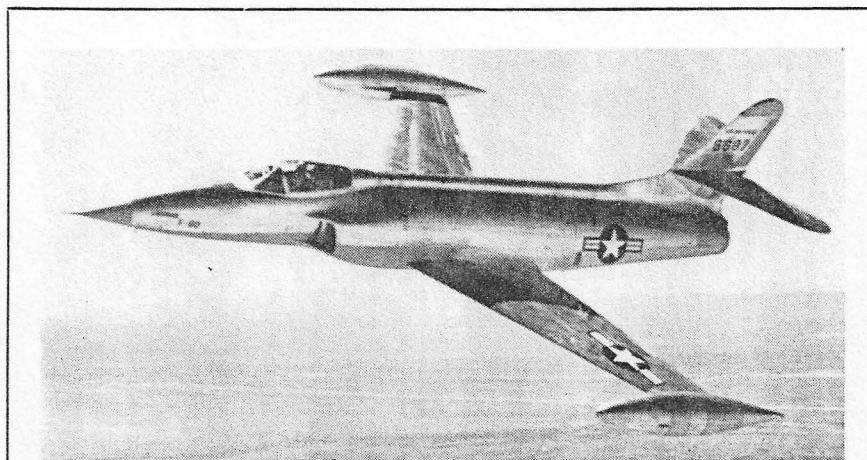
Douglas, however, takes a different

E. H. Atkin, Chief Designer, Airframe Division, of Avro Canada.

Mr. Woods paper also said that there was no economic justification for replacement of current 300 mph air liners with any jet transport of less than 500 mph speed and that on the basis of 1948 traffic, only 25 jet transports would be required to serve the international trans-Atlantic trade and a total of 100 jet transport cover the field so far as commercial traffic requirements down to ranges are concerned.

"Because of these market lines a commercially successful jet must be available to serve long over-ocean traffic, and be adaptable to medium short-haul high density domestic trade." In words, Mr. Wood's opinion of the airplane for 1955 will have adaptable for ranges from 800

File Misc



WHIZ-Z-Z: Now well into its test program, the Lockheed F-90 penetration fighter is intended for use by the USAF. The big aircraft has a normal gross take-off weight of approximately 26,000 pounds. It is powered by two Westinghouse J-34 axial flow engines of 3,000 pounds static thrust each. Lockheed claims that the machine is of remarkably rugged construction so that it will be able to absorb a great deal of punishment. It is intended primarily for attacks against ground targets deep in hostile territory. Thus it will require high speed and long range.

tack. It claims that there just won't be any jets carrying passengers on U.S. scheduled routes before 1955. This company also claims that American manufacturers are not really lagging in the jet field but in fact are technically far advanced and much more realistic in their appraisal of possible markets.

These opinions were presented recently by Carlos Wood, design engineer for Douglas, in a paper presented for panel discussion at a meeting of the Society of Automotive Engineers in Los Angeles recently. The Canadian viewpoint was given in a paper by

miles. He said that the fact that when the aircraft was flying the extreme range it would require a 9,000 foot runway for take-off posed a considerable design problem. He set the minimum prototype costs of such a transport at \$22,500,000 and the selling cost per airplane if at least 100 were built at around \$2,000,000.

Aussie Fighter

The Commonwealth Aircraft Corporation of Australia is to produce to its own design, a radically new twin-jet, long-range, all weather attack