

Change of Name

The change of the name of United Helicopters, Inc., manufacturers of the "Hiller 360" helicopter, to Hiller Helicopters, has been announced by Weston Aircraft Limited, Oshawa, Ontario, exclusive distributors and sales agents in Canada for Hiller.

The corporate name of the company remains United Helicopters, but future business is being conducted under the new name in order to eliminate any confusion with the name of other aircraft firms, and to tie the company's name clearly in with its product.

Continental

Continental Motors Corporation reports airplane engine sales valued at \$2,742,218 in 1949, or 4% of its total business. In making its report, Continental has this to say: "As a pioneer in the development of engines for personal aircraft, Continental Motors has experienced wide variations in demand for such engines over the past twenty years. Sales of airplane engines were large during the war years, and immediately following the war they reached the record peacetime total in 1946 of \$14,740,317. The trend in 1947, 1948, and 1949 has been downward, however, as the personal plane industry has been undergoing the throes of a major postwar adjustment. Although airplane engine sales last year were only . . . 4% of total business, we still have confidence in the industry's long-term future."

Jetliner

The Avro C-102 Jetliner is now in the latter stages of being prepared for a series of demonstration flights which will take place as soon as the aircraft obtains its C of A. The interior has been fitted out and seating installed. Extensive use has been made of plastics for the interior cabin wall coverings.

The Jetliner is scheduled to appear at the Society of Automotive Engineers meeting in New York, April 20 and 21. Avro Canada officials hope that the machine will have its C of A by that time. Later in the year, during September, the aircraft will be flown

to the U.K. for the SBAC show. It will then possibly be taken on a tour of Europe and then perhaps down to Australia, where Trans-Australia Airlines have expressed considerable interest.

British Chipmunks

The first British built de Havilland Chipmunks have been delivered to Oxford University Air Squadron in England where they will replace Tiger Moths as the standard trainer of the RAFVR. The Chipmunks built by the parent de Havilland Company at Hatfield, differ only slightly from those built by de Havilland Canada. (undercarriage moved forward slightly, bulged canopy, etc.)

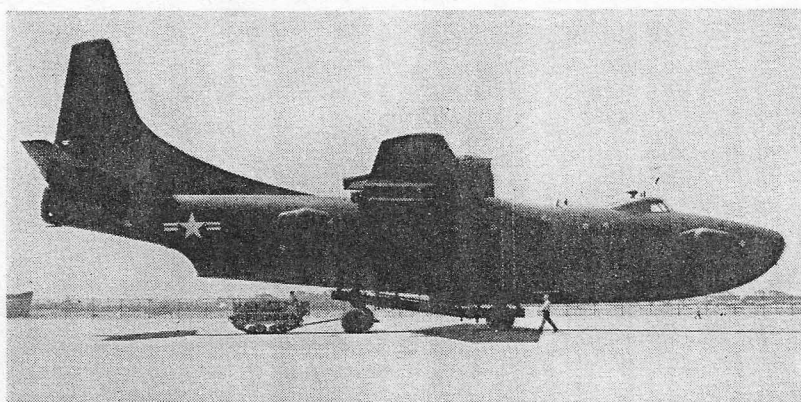
All RAFVR Squadrons are soon to be equipped with this successor to the

the wings gives better cooling than that experienced on any other type of installation.

It is expected that estimates of the cruising and maximum speed—250 mph and 300 mph respectively—will prove accurate. Weight, speed and operational altitudes are to be progressively increased. The aircraft has flown at altitudes up to and including 10,000 feet and at maximum weight of 98 tons, compared with 94 tons for the first flight. Weight will now be increased to 110 tons and will gradually be stepped up until the prescribed 130 ton maximum is attained.

Briefly

- A seven-cylinder radial type engine has been designed and developed in Australia and is to be produced in quantity by the Commonwealth Aircraft Corporation this year. Named the Cicada, it is the first aero engine to be designed in Australia, and is intended for use in a new three seat



HYDRO POWER: The Consolidated Vultee XP5Y-1 flying boat, which the makers claim will be the world's fastest, is powered by four Allison T-40 turbo-props. The T-40 is simply two T-38's coupled together. The engines have now been installed and the aircraft is soon to make its first flight. Note the modified hull design, which is said to improve take-off performance and general water handling characteristics.

Tiger Moth, which has been in service for fifteen years.

Brabazon

By January 14 the Bristol Brabazon had logged 26 hours of flying time in thirteen flights and Bristol reports that initial flight testing has proceeded satisfactorily and according to schedule.

Testing up to that time had been principally concerned with oil and engine cooling, propeller strain gauging, and checking stability and control. Oil and engine cooling have been satisfactory. Test crews consider that the complete burial of the engines in

basic trainer which is now in the prototype stage.

- The new Model B35 Beechcraft Bonanza has already been ordered by customers in six foreign countries.

- The all-up weight of production models of the Handley Page Hermes 5, the world's largest and fastest airliner powered by prop-jets, has been increased to 86,000 pounds, and compared with the prototype, three-quarters of a ton more payload can be carried, or alternatively the range can be extended.