

Aviation News Digest

September

Canadian Aviation

1955

In the biggest air transport deal of the year **Canadian Pacific** has swapped its two isolated eastern services with **TCA** for TCA's Mexico City service. TCA gets CPA's Toronto-Val d'Or-Montreal and Montreal-Quebec City-Seven Islands services. Quebecair gets CPA's Quebec City-Baie Comeau-Forestville route.

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First jet transport to be certificated for commercial U.S. airline operations probably will be Boeing Airplane Co.'s Model 707 series. The firm has asked Civil Aeronautics Administration for a type certificate on the aircraft as an initial step in approval of its airline version saying the 707 Stratoliner has accumulated 193 flight hours and meets the overall safety level defined by the Civil Aeronautics Regulation 4b.

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Canada will contribute about \$321 millions to the cost of the North American radar warning network. The Mid-Canada automatic early warning chain will cost about \$170 millions and be paid for completely by Canada. The Pinetree network manned jointly by the U.S. and Canada will cost about \$454 millions. Canada will pay one third, U.S. remainder.

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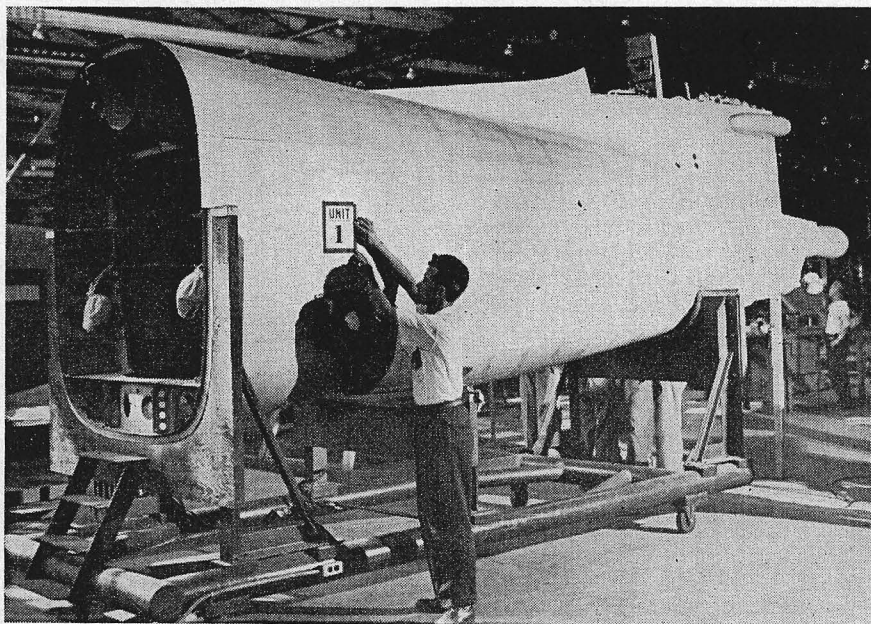
Air Force's announcement that it is letting Phase 1 development contracts to six airframe companies for three new aircraft types provides a preview of what 1960's military aircraft will be like. Although the AF gave no details, it appears that the interceptor will have to fly a distance of 800 miles and more at Mach 2 or greater speeds, and the fighter-bomber will also be in the Mach 2 class.

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Industrial Electronics of Canada Ltd., is offering a 32-page booklet describing the use of "functional packaging." It describes humorously the many functional packaging applications possible. This booklet may be obtained by writing Industrial Electronics of Canada Ltd., 83 Torbarrie Road, Toronto 15.



LT.-COL. F. K. EVEREST who will fly the Bell X-2 in its rocket-powered assault on the heat barrier.



GRUMMAN C52F-1 rear fuselage having the finishing touches added at Canadair.

All Canadian air carriers operating aircraft under IFR and those carriers operating aircraft exceeding 12,500 lb. gross weight VFR must furnish a manual of flight operation approved by D.O.T. This manual is to contain company procedures, pilots' handling notes, loading in-

structions and complete performance information of all aircraft operated.

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Canada's Orenda Engines, Ltd. is trying to line up a U.S. production source for the P.S. 13, in hopes that the USAF would then show some interest in the engine, which will