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## Boeing Stresses Luxury Of Civil C-97 Stratocruiser

A preview of the luxury, comfort and convenience which will be enjoyed by future air travellers was given by the Boeing Aircraft Co. with release of the first interior photos of a full-size model (mockup) of its Stratocruiser transport airliner.

The photos reveal the many ultra-modern features of the Stratocruiser's passenger compartments, cocktail lounge, rest rooms, galley and pilots' section.

The big plane is a "blood brother" of Boeing's famous

B-29 Superfortress. It incorporates the aerodynamic advancements that were introduced by the B-29, and hence inherits the high performance of the Superfortress. Its wings, landing gear and tail surfaces are the same as the B-29's, while the lower section of its double-decked, completely pressurized fuselage is the same diameter as the Superfort's fuselage.

The Stratocruiser's upper fuselage section—larger of the two—contains, from the front, the control room, a smaller passenger section, rest rooms, main passenger compartment, and galley. The lower deck holds the luxurious cocktail lounge, plus two cargo compartments.

The Stratocruiser is the commercial version of the new Boeing C-97 military transport, holder of the transcontinental speed record of 6 hrs., 4 min., made at an average speed of 383 m.p.h. The C-97 is identical in size to the Stratocruiser and is the Army Air Forces' largest and fastest transport.

The Stratocruiser, which will make possible unprecedented low operating costs by airlines, affords ideal flexibility of passenger and cargo combinations, according to Boeing officials. It will accommodate up to 114 passengers, or various passenger-cargo combinations, or will carry in its all-cargo version a maximum payload of 39,000 lb. The plane can be used for either domestic or transoceanic operation.

● Pleading for the British Empire to decentralize if it is to survive, the Sydney (Aus-

tralia) Daily Telegraph says that Britain "may have to make Canada the aviation, training and manufacturing centre of the Empire" in order to remain a first-class world power.

## Aircraft Engines To Be Made Here

In a press report from London, Sir Roy Dobson, managing director of Hawker-Siddeley Aircraft Co., said that his company has not bought the Malton plant of Victory Aircraft "purely for money making." He says the entry of his company into Canada is "to spread the development of the science of aeronautics and to give Canada a basic industry, which, in our opinion, she badly needs."

The basic industry he refers to is the building of aircraft engines in the Dominion. He said his company will produce airplanes, engines and a full line of turbine engines in the Malton plant.

The designers of the plant will turn out equipment suitable for the RCAF, he revealed and civil and commercial machines for the airlines of Canada. He hoped that the Canadian-built machines will be turned out for export as well as for home use.

## Ontario Foresters Get More Airplanes

Four Norseman V. airplanes, a new postwar type of Noorduyn aircraft, are now on fire-patrol duty over Ontario's 100,000,000 acres of forest lands, operating from the Ontario Provincial Air Service's headquarters, at Sault Ste. Marie and from Timagami.

All-Canadian in design and construction, these planes are used by the OPAS for fire patrol work over Ontario's bush country and for carrying fire fighters and fire-fighting equipment direct to the scene of fires.

R. B. C. Noorduyn, vice-president and general manager of Noorduyn Aviation Ltd., Montreal, said that this was a "repeat order" from the Ontario Government, which already has four other Norsemen in its service.

The Norseman V. has had 400 lb. added to its payload. It carries a pilot, co-pilot and eight passengers, or can be adjusted, by means of folding, bench-type seats, to accommodate fewer men and more cargo.

Painted bright yellow, for ready visibility, with the OPAS monogram on the fuselage, under the wings, the new Norseman is float-equipped for summer operations, but each plane can be changed to wheels, or, for winter flying, to skis.

## Brant-Norfolk Aero Club Opens

The Brant-Norfolk Aero Club, one of the oldest flying clubs in Canada, has resumed operations with five Tiger Moths.

Out of operations for three and a half years, the club expects to make use of the buildings and runways of the former RCAF field (No. 5 SFTS). Although plans have not been completed, permission has been received to use the runways of the field.

## New Flying Club Open For Business

First civilian flying club in Ontario to resume operations since V-J Day has opened for business in Oshawa. Known as the Ontario County Flying Club, the group is an affiliate of the Royal Canadian Flying Clubs Association, and is based at the old RCAF Elementary Flying Training School site at Oshawa Airport.

Five Tiger Moths, and a Stinson 105 will form the basis of the flying equipment at the club.

Executives of the club are: A. G. Storie, president, Hayden Macdonald, vice-president; Geo. Hart, T. K. Creighton, K.C., and Samuel Trees, directors. K. D. Smith is secretary-treasurer and Geo. Hurren the chief flying instructor.

● C. D. "Don" Long, familiar to many in the aircraft industry, has recently been appointed senior Canadian representative to the English de Havilland company, and will be operating from the Hatfield works.

● Alderman Megaffin, Kingston, has asked city council to question Ottawa on the disposal of the RCAF field near that city. He wants to know if TCA plans to make use of the landing strips, or if the city can get the airport for use as a park.

## TCA Planning Emergency Fields

It is understood that Trans-Canada Air Lines is planning an emergency landing field in Grey County. Estimated cost of the field is set at \$2,000,000.

Preliminary surveys of the field are now being carried out. It will serve as an emergency field on the direct Toronto-Winnipeg flight. Another emergency field will also be required on Manitoulin Island before the direct over the lakes service begins.

## Aero Club Opens

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