5262

The NEWS

JANUARY CANADIAN AVIATION 1952

CPA OPTIONS FOUR MORE COMETS

Canadian Pacific Airlines may purchase four of the long-range Comet II airliners, for delivery in 1954, it was learned by Canadian Aviation. These would be in addition to the two Comet I airliners on order and to be delivered for South Pacific service next September.

While no order has yet been placed, CPA has an option on four of the Avon-powered jet transports, subject to performance and other specifications set out by the airliner. (The Comet I's have Ghost engines. The Comet II is a later design, with Rolls-Royce Avons and other modifications. Value of the Comet, without spares or extras, is in the region of $1,250,000.

Cross-Over Exhaust Likely for TCA

Equipment of TCA's North Star fleet with sound-muffling crossover exhaust appears close to realization, although at the end of December the final decision had not been made. Canadair has produced a sample set of the new exhaust systems and these have been building up hours of test flying, including a "sneak preview" on the New York run. So far, results have been satisfactory.

Noise reduction is reported to be considerable with only slight loss of power. Passenger reaction is most favorable. If a favorable decision is made at TCA executive level, it is expected that Canadair will be given an order to produce crossover exhausts for the entire TCA four-engined fleet.

The crossover exhaust, which has been under development for several years, collects exhaust gas from the inboard stacks and carries it over the nacelle, spilling it on the outboard side.

Confirm RCAF Comet Deal Explain Jetliner Snub

The destiny of the Jetliner, designed and built by Avro Canada at a cost of $8 millions (including $6 millions in government assistance) came into question as a result of the announcement that the RCAF will purchase two D-H Comets.

News of the $3.5 millions Comet deal, which first appeared in the December issue of Canadian Aviation, stirred up a controversy in parliament, with questions asked by M. J. Coldwell, CCF leader, and Hon. George Drew, leader of the opposition.

The subject came up again during sessions of the parliamentary committee on defense expenditures. Max. W. Mackenzie, deputy minister of defense production disclosed that government expenditure on the Jetliner project had amounted to $6,568,363. Avro had spent another $2,317,772.

Mr. Mackenzie confirmed that the government had ordered two Comet transports from de Havillands in England. With eight extra engines and other spares, the cost amounted to $3,512,000. One is to be delivered in December, 1952, and the other in January, 1953, he said.

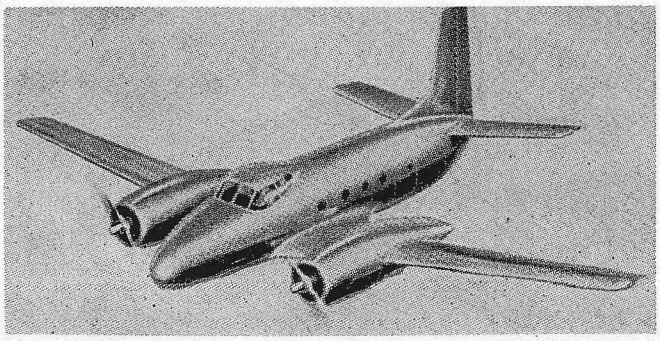
The government spokesman said that development work on the Jetliner had been set aside to allow Avro to concentrate on the CF-100 fighter.

Reviewing the background of the Comet purchase, Mr. Mackenzie reported that in February the RCAF had asked for four transports. In September, Defense Production Minister Howe saw the Comets in England.

Two were optioned for the Canadian Government. On Sept. 25 the RCAF was advised of this. Mr. Claxton then advised that the RCAF proposed to take the Comets. The planes were ordered on Nov. 28.

In addition to the RCAF need for experience in operation and maintenance of multi-jet aircraft, said Mr. Mackenzie, "there was also the urgent requirement of having an aircraft capable of simulating the flight conditions of a modern strategic bombing attack. The planes were needed to exercise the air defense system in realistic and adequate fashion."

Mr. Mackenzie gave the range of the Comet as 3,450 miles and that of the Jetliner as 2,000 miles. The Comet payload was listed at 7,000 lb. at ultimate range while that of the Jetliner was given as 10,000 lb. at 1,250 miles.



Sketch of the Beech T-36 crew trainer which is being manufactured for the USAF by Canadair and Beech.

Plan Big Production Of Jet Blades Here

Erection of a $4 million plant at St. Catharines, Ont., for manufacture of jet engine blade forgings has been announced by Thompson Products Ltd. The plant is to be equipped with $2 millions worth of machine tools which will be supplied by the U. S. Government.

Approximately 90% of the output from this new plant will go to Wright Aeronautical Corp., Dayton, Ohio, for use in the Sapphire turbine which Wright is building on license from the U.K.

First Details Revealed On New Beech Trainer

Some details of the new Beech T-36 crew trainer have been released. This aircraft is based on designs submitted by Canadair Ltd. and Beech. Both companies are participating in its manufacture for the United States Air Force.

Cruising speed will be over 300 mph. Max. gross weight will be 25,000 lb., compared with 7,850 lb. for the AT-7 twin Beech predecessor. Wing span will be 70 ft. and overall length 52 ft. 2 in.

For transport use, the T-36 will seat 12 passengers. As a crew trainer it will accommodate an instructor and three students.

Power: two Pratt & Whitney R-2800 radials each rated at 2,300 hp for takeoff. Service ceiling will be 34,000 ft. Combat radius will be 650 miles.