

## Turbo Research Plant Sale Under Discussion

Ottawa has reported that the disposition of the plant of Turbo Research Ltd., Leaside, is under discussion, with the likelihood that it will be sold and transferred to private interests.

The company, formed in August 1944 to take over the plant and equipment set up under wartime secrecy two years earlier, had been engaged in the development and design of gas turbine and jet propulsion engines for aircraft.

Turbo Research is reported to have reached a point where it must turn from design to actual production of the units, and the Government is apparently inclined to let

private business handle that part of the program.

Officials at Turbo Research decline to make any comment, and say that details of such a transaction must come from Ottawa. No news can be obtained on details of any projects worked out by the company as yet.

### First Paying Load Taken Over Atlantic

On the last day of March the first all-expense load carried from Canada across the Atlantic by TCA's commercial aircraft, left Dorval airport for Prestwick, Scotland. The aircraft was a converted Lancaster, and it carried 6,000 lb. of Canadian manufactured goods.

Previous to the flight, the only other paying loads had been carried by military aircraft, and this flight was the first for a civil machine. The goods are destined for markets in the United Kingdom, France, Belgium, The Netherlands, Finland and India. Several passengers were carried on the same flight, which marked TCA's expanding over ocean operations.

### Serial Numbers

An expert in aircraft engine overhaul has suggested this word of advice to purchasers of war surplus engines. During the high-speed overhaul conditions in wartime it was not considered feasible to put Jacobs engines through the overhaul process as complete units.

Components were simply scrambled for overhaul, then reassembled without regard to origin. The result is that the serial number on the nose section of the overhauled engine and the associated log book do not necessarily give the accurate history of the engine's components.

### Brantford Seeking Another Airport

The Industrial Commission of Brantford, Ont., has recommended the city to acquire the former airfield of No. 5 SFTS on Burford Road, and use the present Brant airport in the meanwhile.

The recommendation is made in spite of the fact that Sam Bernardo, speaking for the Brant-Norfolk Aero Club, currently operating on the Brant Airport, supports the present site.



Frank Hurtt and Dick Powell land their glider after the record breaking flight of 10 hrs. 9 min. over Harris Hill, Elmira.

## Schweizer Utility Glider Sets New Soaring Record

A national duration record for two-place gliders was established April 9 when Franklin E. Hurtt and Richard Powell soared over Harris Hill 10 hours and 9 minutes in a Schweizer utility sailplane. The best previous mark was 9 hours and 17 minutes set November 4, 1945, by Mr. Hurtt and Paul A. Schweizer in a Schweizer TG-3 high performance sailplane. The ship was released from an airplane tow rope at 8.34 a.m. and landed at Harris Hill at 6.43 p.m. Mr. Hurtt is test pilot for the Schweizer Aircraft Corporation and Mr. Powell is on the Schweizer engineering staff.

Supported by ridge thermals, the pilots soared above the Chemung Valley throughout the day. They maintained an average altitude of 2,000 ft. but jumped above the 3,000-ft. mark at frequent intervals. The co-pilots took a supply of milk but reported "it was too cold to drink." They also had a supply of sandwiches. They encountered subfreezing temperatures most of the day. Several times ice formed on the wings, but fortunately each time it melted before causing abandonment of the flight. Hailstorms encountered frequently necessitated dropping to a lower altitude in order to maintain visible contact with the landing site at Harris Hill.

At one point during the flight the fliers were forced to dive the glider with open spoilers in order to prevent being drawn within the clouds by the strong thermal action present at the time.

The required 15 minutes

past the previous record was reached at 6.06 p.m. and the pilots landed 37 minutes later because of near-zero visibility caused by a snowstorm which began at dusk. Mr. Hurtt is a Silver C holder, and Mr. Powell has a C license.

The ship used in the flight, a SGU 2-22, is the first two-place glider in the utility class offered the public. Previously the only two-place gliders available have been high performance sailplanes. The SGU 2-22 is suited to beginners and will prove valuable in training pilots, according to glider experts.

Of all-metal structure, the SGU has an over-all length of 25 ft., ½ in. and a wing span of 43 ft. It weighs 450 pounds, empty, and carries a gross weight, loaded, of 830 pounds. Now in process of being certificated by CAA, the SGU 2-22 will be in production this spring. Its manufacture will run concurrently with that of its popular sister ship, the SGU 1-19.

### Kitchener Airport Survey Promised

Reconstruction Minister Howe has promised that the work of surveying the Kossuth site for the Kitchener-Waterloo airport would get under way "at once."

Not only did he promise immediate action, but also that the Federal Reconstruction and Transport Departments would select a new airport site if the Kossuth field should prove unsuitable. The location has already been surveyed in a preliminary move by the airport commission.

### Short Display Nets \$400,000 Orders

The first public showing of Republic Aviation Corporation's new all-metal, four-place amphibian "family" plane, the Seabee, concluded with what was probably one of the most conclusive evidences of popular acclaim that has been accorded to any personal airplane.

More than 165,000 persons viewed the new personal plane in New York's Grand Central Palace during the eight and one half days it was on exhibit and sales made on the show floor, by distributors and dealers in the New York metropolitan area alone, up to the closing day of the show were estimated to be approximately \$400,000.

### Ex-RCAF Men Plan Air Service

Withholding complete details until all arrangements for permission to operate have been completed, a group of former RCAF men are planning an air service from the town of Rainy River, Ont.

Joe Sponarski, a former sergeant of the RCAF, is planning to make an air base there, with the assistance of a number of former airmen. To work in conjunction with tourist camp owners, the float or ski equipped air service will be able to carry passengers and cargo throughout the northwest section of Ontario and its myriad lakes. Canadian-built aircraft will be used, Sponarski announced, but would not say exactly what type.

Another veteran, Rusty Meyers, has applied for a franchise to operate an air service from a base at Fort Frances.