

USAF Adopts T-6 Trainer Follows Lead of RCAF

Following the Canadian lead in this respect the U. S. Air Force has decided on a policy of adopting the North American T-6 (Harvard) for basic training, eliminating the elementary trainer. A recent change of policy also has called for modernization of the T-6 instead of replacement with new trainers which had been ordered.

The USAF is planning to factory modernize 700 T-6 Texan single-engine training planes. The \$7,630,000 necessary for the project is part of the \$8,261,500 of the Fiscal Year 1949 appropriation previously certified for the purchase of 100 Fairchild T-31 trainers for which no contract was let.

The project will result in a completely modified 1950 model of the Texan. Besides receiving a complete overhaul, each plane will be equipped with the following: square instead of round-tipped propellers to reduce noise; single-pane, safety-glass canopy windows to improve visibility; metal-covered ailerons, elevators, and rudder; relocation of the radio antenna from the front to the rear of the canopy; a shortmast pilot tube beneath the right wing as a replacement for the long-boom type extending from the leading edge of the wing on current T-6's; and a solid-tire, steer-

able, F-51-type tailwheel to improve taxi characteristics.

Each plane will also have a standardized, combat-type cockpit arrangement including a redesigned instrument panel with instruments and controls grouped for more efficient operation. Two 17½-gal. fuel cells, one in each wing, will be installed to increase the range of the trainer to about 1,000 miles.

The T-6's will also receive a complete rebuilding of the engine and its accessories to include new cylinder barrels and VHF ignition shielding. Improved brakes, a VHF command set, a 190-to 550-kc radio range receiver, a marker-beacon receiver, and a radio compass will also be installed.

A 600-hp Pratt & Whitney R-1340 engine will continue to power the plane, and the external configuration of the 1950 model will remain essentially the same.

Built by North American, the Texan is slated for a new mission in the Air Force, as a basic instead of an advanced trainer. Changes in USAF pilot-training methods since the war have eliminated what was formerly called primary training. Aviation cadets now begin flying instruction in the T-6. After advanced training in the T-28, they are trained in such tactical-type craft as the T-33, the two-place TF-80, the F-51, and the B-25.

CPA Ready to Hire Transport Pilots

Canadian Pacific Air Lines is interested in receiving applications from pilots under 24 years of age with transport tickets and radio licenses, according to a notice issued by C. H. Pentland, operations manager.

Ross is President Of Technical Group

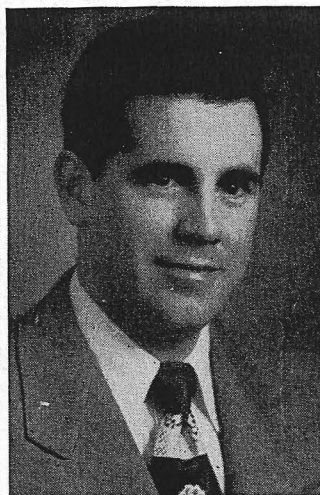
H. A. Ross, of Montreal, was elected president of the Institute of Aircraft Technicians at the annual general meeting of the Institute recently. Mr. Ross, who is president of Ross-Aero Limited, has been associated with the aircraft industry for many years.

Others elected to a new slate of officers were: vice-president R. J. Conrath, of Rail-

way & Power Engineering Corporation Limited; directors, C. L. Bernier of Canadair Limited, R. A. Vinet of Canadair Limited, F. J. Goad of Canadian Car and Foundry Company, T. Lord of the Babb Company Limited and F. W. Moore of Canadian Wright Limited.

Roger Lewis Moves Canadair to Curtiss

Roger Lewis has resigned as vice-president of sales at Canadair Ltd. to take a similar position with the Wright Aeronautical Corporation, Division of Curtiss-Wright Corp., in New Jersey. Mr. Lewis joined Canadair in 1948 and took a leading role in the sale of Canadair Fours to BOAC.



J. H. DUNPHY, who has been appointed to the aviation section of the Canadian General Electric Co., Toronto. He served in the RCAF as a pilot. Prior to his appointment, Mr. Dunphy was a specialist in CGE's chemical division

Stratocruisers Fly Nine Million Miles

Boeing Stratocruisers carried more than 160,000 revenue passengers on flights totaling over 9,000,000 airplane miles during first year of scheduled service, according to Boeing. The report was based on information received from the five airlines which are operating Stratocruiser fleets—Pan American World Airways, Northwest Airlines, British Overseas Airways Corporation, American Overseas Airlines and United Air Lines.

Stratocruiser service began April 1, 1949, with a Pan American World Airways inaugural flight from San Francisco to Honolulu, expanded during the year to accommodate passengers, mail and cargo over three airline routes across the Atlantic, three over the Pacific, and one transcontinental

route. The double-deck ships made more than 2,200 ocean crossings and more than 500 transcontinental crossings during the year.

On March 24 the company delivered its 55th Stratocruiser—the last under existing contracts.

DC-4's With Jato On Bolivia Run

Elapsed time on flights between the United States and Bolivia was reduced by more than two hours when Panagra (Pan American-Grace Airways) inaugurated Jato equipped Douglas DC-4 service to La Paz.

The new service, which replaced twin-engine equipment on a twice-a-week schedule between Lima and La Paz, connects with Panagra flights along the west coast of South America to improve the airline's over-all operations between the eight South American countries which it serves. It reduces elapsed time between Miami and La Paz from 18 hours to 15 hours and 45 minutes.

MODERN PIONEER

The pioneering Avro Jetliner, Canadian turbine-powered civil airliner, made history on April 18 with a 59 min. 50 sec. flight with passengers and mail from Toronto to New York. The passengers were: Gordon McGregor, TCA president; Fred Smye and Jim Floyd of Avro. Don Rogers was captain with Mike Cooper-Slipper as co-pilot. The first international jet flight in the western hemisphere took off with considerable fanfare and landed to the accompaniment of batteries of photographers' flash bulbs at New York. The aircraft was on display and made demonstration flights during sessions of the SAE National Aeronautic Meeting in New York.



The Ninth Annual Meeting of the Air Cadet League of Canada was held at the Seigniory Club, Que., recently. Left to right: Major-General Earl S. Hoag, USAF; Major-General Lucas V. Beau, USAF; A/V/M A. L. James, acting Chief of Air Staff; president-elect M. Banker Bates, Hamilton; A/M R. M. Foster, RAF; and honorary president C. Douglas Taylor, Montreal.