



The Avro Tudor II pictured here has been test flown in England and will be made in the Malton plant of A. V. Roe (Canada) Ltd. The 320-ft. span airliner can carry 60 people 1,850 miles at 230 m.p.h., or as a freighter, has a capacity of nine British tons, a range of 1,100 miles at 200 m.p.h.

Avro Tudor To Be Made Here

Great Britain's latest airliner, the Tudor II, designed and built in England by the A. V. Roe Co. Ltd., will be made in the Malton plant that turned out Lancasters during the war.

Canada's newest aircraft company has been tooling up for the job for months. The Canadian staff of designers and engineers is now teamed up with British experts headed by E. H. Atkin, B. Sc., S. E. Harper and J. C. Floyd. The Britishers are on loan from the Hawker-Siddeley group.

One of the immediate policies of the Canadian company is to form and build up a complete design and development organization. Eventually it is planned to have it manned almost exclusively by Canadians.

First objective of the 500-man staff is the production of aircraft for the RCAF. Contracts are on order for a twin engined trainer (See Canadian Aviation, April 1946 issue) and a jet propelled fighter, as well as five Tudor II transports for the RCAF.

The big airliner, civilian development of the Lincoln which was developed just too late to go into service against Japan, will accommodate 60

passengers on intercity operations. Interempire types will carry 40 day or 22 night passengers, with complete kitchen and bar facilities. With pressurized cabins, the airliners will cruise at 20,000 feet, at a top speed of 325 m.p.h., and a cruising speed of from 200 to 250 m.p.h. They will have a wingspan of 120 ft. and a length of approximately 100 ft.

Air Board Licenses Three Operators

Hon. C. D. Howe has announced the issuing of three new nonscheduled, charter, commercial air service licenses by the Air Transport Board.

The licenses have been issued to Philip Lariviere and Lionel A. Seguin, Rouyn, Que., with a base at Osisko Lake; Thos. Lamb, The Pas, Man., and Quebec Airways, Seven Islands, Que.

The license to Lariviere and Seguin and the one to Thos. Lamb both contain a proviso that any emergency flight made under the charter must be reported in full to the Air Board. The two licenses also contain the provision that, except in certain emergencies, the applicants cannot carry passengers or

goods between any point on a present or future airline and any other point on that airline.

Mr. Howe also authorized the Quebec Airways to provide service under this particular license between any point on its own licensed scheduled routes and any other point on the same route.

Air Transport Board APPLICATIONS

The following applications have been received by the Air Transport Board:

Harold John Parsons, carrying on business under the firm name and style of Parsons' Airways, 200 S. Franklin St., Fort William, Ont., has applied for the following licenses, to cover the transportation of passengers and goods:

(a) A nonscheduled charter commercial air service with bases at Kenora and Trout Lake, Ontario.

(b) A nonscheduled commercial air service based at Kenora and Trout Lake, Ont., and return.

The applicant proposes particularly to serve fishing industries, prospectors, mines, etc., in the area.

John Boye Lome, 8 Graham Gdns., Toronto—has applied to operate nonscheduled charter commercial air services based at Toronto (Island Airport or de Havilland Airport) and Hamilton, Ontario (Municipal Airport). The service would include the carriage of passengers and goods.

M & C Aviation Company, P.O. Box 789, Prince Albert, Sask.—has applied for a license to operate nonscheduled charter commercial air services based at Prince Albert and Big River, Sask. The service includes the carriage of passengers, goods and mail.

Henry Koenen and George Pigeon, 914 McLeod Bldg., Edmonton, Alta., carrying on business under the firm name and style of Yellowknife Air Taxi—have applied to operate a nonscheduled charter commercial air service based at Yellowknife, N.W.T. The service would include the carriage of passengers only. The applicant proposes particularly to serve mining camps, etc., within an approximate radius of 100 miles of the base.

Joseph Sponarski, Rainy River, Ont.—has applied for licenses to operate nonscheduled, charter commercial air services based at Rainy River and Fort Frances, Ontario. The services would include the carriage of passengers and goods. The applicant proposes particularly to serve fishing camps, prospectors, tourists, etc., as demands for service warrant.

Mont-Laurier Aviation Co. Ltd., Mont-Laurier, P.Q.—has applied to the Air Transport Board for license to operate a nonscheduled charter commercial air service based at Mont-Laurier, P.Q. The service would include the carriage of passengers and goods. The applicant proposes service to any point situated in a radius of five hundred miles of Mont-Laurier depending on the demand for such service.

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