

Meteor Said World's Fastest Trainer

The **Gloster Meteor VII** Trainer, claimed to be the world's fastest training aircraft, made its first flight recently in Britain.

A dual control version of the Meteor fighter, the new trainer is designed to bridge the gap between the piston-engined advanced trainer and the operational jet-propelled fighter.

Fitted with Rolls-Royce Derwent engines, the Meteor VII has a maximum speed of 580 mph and an initial rate of climb of 8,000 fpm.

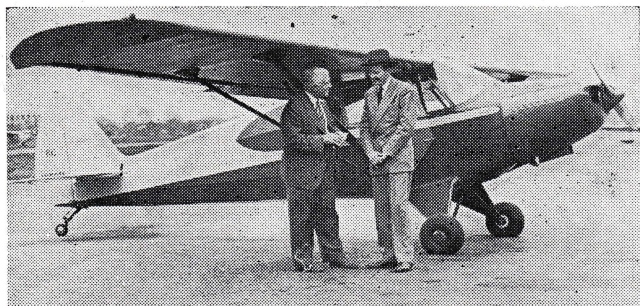
CPA Takes Over Old Mackenzie Routes

Licenses covering routes formerly operated by Mackenzie Air Services have been cancelled and appropriate licenses issued to Canadian Pacific Airlines as a result of a review of licenses by the Air Transport Board pursuant to the Aeronautics Act.

The issue of the licenses to CPA was condition precedent to the purchase of the properties and assets of the Mackenzie Air Services by the Canadian Pacific Railway.

Use Falcons to Stop Flocking of Birds

Experiments with peregrine falcons to discourage birds from flocking on airfields have provided some useful information to Britain's Royal Air Force—sufficient to justify a continuation on a larger scale next autumn when the mating season is over. In 1947 there were 17 accidents to RAF aircraft in Europe caused by impact with birds.



Piper Delivers First PA-14 Family Cruiser

Shown above (left) delivering the first Family Cruiser to be sold by the Piper Aircraft Corp., is W. T. Piper, president of the company. They expect that this four-place machine will prove popular to flying enthusiasts for its utility and low price, \$3,825 FAF Lock Haven, Pennsylvania.

TCA Annual Report Shows Deficit

Despite an increase of 19% in operating revenue over 1946, Trans-Canada Air Lines in 1947 had an operating deficit of \$1,499,145.

After payment of \$261,897 interest on capital, the deficit for 1947 totaled \$1,761,042.

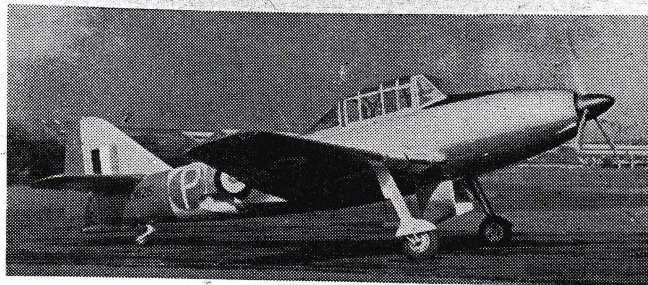
Total operating revenue was \$15,297,346. All departments contributed to the increase, with passenger revenue up 30% over 1946, cargo revenue up 47% and mail revenue up one per cent.

The increased revenue, however, could not offset the mounting expenses, according to the company's annual report. Payroll charges, for example, increased by \$1,347,908, and materials by \$1,128,541.

A number of improvements were inaugurated during 1947 in the airline's service. North American routes were extended by 1,248 miles, and a 34% increase in carrying capacity was realized through service extension and the use of larger aircraft. Besides increasing its passenger-carrying capacity, an air cargo service, which in 1948 will handle commodities in volume at low cargo rates, was prepared.

The year saw Fort William and Sault Ste. Marie provided with main airline service, the flying time between Toronto and Winnipeg reduced, the opening of a direct line between Winnipeg and Edmonton, and the inclusion of Medicine Hat and Swift Current on a daily transcontinental schedule.

Mamba-Powered RAF Trainer



Avro Athena Mk. 1

The prototype of the new Avro Athena three-seat trainer, powered by an Armstrong Siddeley Mamba prop-jet engine successfully completed its initial test flight in Britain recently.

Of all-metal construction, the aircraft is designed for advanced training and conforms to the latest RAF "all-weather" specifications. Cockpit instrumentation is claimed extremely comprehensive, and one of the most interesting features is the additional

amber-tinted front screen, which is raised or lowered by compressed air.

In addition to its function as a training aircraft for the new prop-jet engines, the Athena is fully equipped for such other roles as gunnery training, photography, bombing and glider towing. It has a maximum speed of 287 mph, and cruises at 253 mph. Rate of climb is 2,630 fpm. Service ceiling is 34,800 ft. and the range is two and a half hours with normal tankage.

North Star on TCA Domestic Runs Early

Trans-Canada Air Lines switched to North Star aircraft on its coast-to-coast flights on June 1, a month ahead of the proposed date of introduction.

Improvement of supply of the company's \$15,000,000 order for 20 North Stars, built by Canadair Ltd., is the reason for the step-up in operations. The North Star will completely transform the airline's service, increasing each plane capacity from 21 to 40 passengers and substantially reducing the flying time.

New RCAF Book to Aid Arctic Flyers

A handbook for Arctic fliers, known officially as the "RCAF Directory of Hinterland Aerodromes," is being compiled at Air Force Headquarters, Ottawa, and will be issued to Air Force photographic crews before they leave for their northern bases this summer.

The handbook will be in six volumes, covering areas from British Columbia to Labrador, and as far north as the Arctic archipelago. It will contain information on 450 air and water bases in those areas. The information is not limited

to aerodrome data, but contains hints on survival in summer and winter, advice on weather conditions, a study of native habits and even some gen about edible plants supplied by the botanical division of the Dept. of Mines and Resources.

Although the handbook has been compiled primarily for RCAF research and rescue organization and for Air Force photographic crews, it will be available to flying clubs and other civilian bodies.

Increase Forestry Patrols in B. C.

Aerial patrol of forests in British Columbia will be increased this year by the provincial government. The forest branch will have six aircraft on call for fire spotting and for transporting crews to sudden outbreaks.

Contract for supplying forestry aircraft has been let to Central B. C. Airways of Vancouver and Prince George, forestry officials announced. This company, which gave the service in 1947, was the only bidder on the tenders called by the department.

Two of the aircraft will be stationed in the Prince George area, two at Kamloops, one at Castlegar and one at Cranbrook.