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## CP Air Lines To Fly Pacific Routes

**Dominion Govt. Grants Canadian Pacific Airline Routes to Australia and Asia**

**USE OF CANADAIR FOURS INDICATED**

Canadian Pacific Air Lines has been designated by the Canadian Government to operate two trans-Pacific air services to Australia and Asia.

Canadian terminal of both routes will be Vancouver. One will go via Honolulu and Fiji to Australia and New Zealand. The Asiatic route will touch at Anchorage, Alaska, and thence via the Aleutians to Shanghai and Hong Kong. Eventual extension of this line to India is contemplated.

Transport Minister Chevrier, in announcing this decision, pointed out that the CPR already had an extensive network of communications and agencies in the Pacific region which would make it possible to embark on the project with a minimum of supplementary costs.

This will be the first international service awarded to a private company in Canada. It follows previous declarations that these services were to be operated by TCA.

The Government admitted its previous intention to designate Trans-Canada Air Lines as the Canadian company to operate the Pacific line under the 1946 agreement with Australia. However, it was stated that TCA already had sufficient burdens in the operation of its domestic, South American and Atlantic services.

The Government has not yet completed negotiations for landing and traffic rights with the countries touched on these routes, but the minister said that these were going forward.

Mr. Chevrier emphasized in his statement that no federal subsidy will be provided.

The announcement indicated the possibility of an order being placed with Canadair in Montreal for



**Grant W. McConachie**

President of  
Canadian Pacific Air Lines.

Canadair Fours to be used on the new routes.

CPA at present has only twin-engined aircraft for use on internal runs and thus will need four-engined equipment to fly the Pacific. The dollar shortage would probably preclude purchase in the United States.

## RAF Vampires Fly Atlantic

The first trans-Atlantic flight by jet aircraft was accomplished recently by six RAF Vampire fighters. Starting from Britain, the six jets made stops at Iceland, Greenland, Goose Bay, Mont Joli and St. Hubert before arriving at their destination at the RCAF Station, Trenton, Ontario.

## BOAC PURCHASES CANADAIR FOURS

**Canadian Liner Approved for British Routes**

The British Government has approved the purchase of Canadair Fours for use on British-owned airlines.

The Cabinet sub-committee recommended that 22 of the Canadian-built aircraft be bought for British Overseas Airways. This is a compromise figure reached after the sub-committee failed to come to a unanimous decision on BOAC's request for sufficient dollars to buy 40 Canadair Fours.

A report from Canadair's Montreal plant states that the first aircraft will be delivered to BOAC in eight to nine months, and it was indicated that there will be no major changes in the design or construction of the aircraft.

It is expected that the complete order for 22 machines will be filled within 18 months and that a peak employment of 10,000 will be reached. On a basis of approximately \$700,000 per aircraft the BOAC order would involve a British expenditure of about \$15,400,000.

Chief attractions of the Canadair Four, as compared

with competitive American aircraft, are that they are equipped with British-made Rolls-Royce Merlin engines and can be obtained on a pay-as-you-earn basis.

The Government decided by a majority that the Montreal built machines are the most efficient and available candidates, despite criticism from British aircraft manufacturers. As a result, the "Fly British" policy suffered another setback.

However, the British Government has made it clear that the purchase of the Canadian-built aircraft is a short-term policy designed to bridge the gap in British production of suitable passenger-carrying types. On a long term view, the Government is anxious to ensure that British-built aircraft are used.

Mainly affected by the decision to buy the Canadian aircraft is Avro—builders of the Tudor, which was designed for long-distance, British-operated routes. Tudors are unacceptable to BOAC because the company claims they are uneconomic. BOAC officials state that they cannot continue to operate a fully efficient service with such aircraft.

The Canadair Four is powered by four Rolls-Royce Mark 624 engines which give it a maximum cruising speed of 333 mph at critical altitude. Its pressurized cabin accommodates 40 passengers and a crew of five when fitted with "day" seats. Sleepers and sleeperettes are optional.

(Continued on page 64)

170