



By H. Bowden Fletcher

Special Report to Canadian Aviation from Australia.

CANADIAN Jet for Australia? — Sir Keith Park who is the South West Pacific representative for the Hawker-Siddeley Group has been reported as saying that a British jet airliner would be put into service on Australian Airways soon for a test under Aussie conditions. He did not name the aircraft but it is understood to be the Avro Canada production. During the testing period it will be used as a freighter. It is also reported that Australian National Airways will be testing a Vickers Viscount on Australian routes and that an order for 10 of these is hanging on the results of the test. Sir Keith also mentioned that it was possible that as the result of his talks with the Prime Minister the latest Hawker jet fighter would be produced in Australia.

Note—Avro Canada officials indicate that the second Jetliner, expected to emerge some time next year, will be used as a demonstrator. There is a good prospect that it will visit Australia—The Editor.

AIRPORT Traffic Comparison — For the first time Kingsford-Smith Airport Mascot has headed Essenden Melbourne for aircraft movements and takes its place as Australia's leading airport. For the three months ending Sept. 30 there were 5,356 scheduled movements at Mascot and 4,502 at Essenden, 3,156 at Eagle Farm, Brisbane. The daily average of domestic aircraft controlled from Mascot is 75 and Essenden 73. Messages handled by control personnel were Essenden 24,893, Mascot 23,096, Archerfield 22,856 and Parafield 15,320. At Essenden light aircraft and training aircraft are still using the commercial

airport as the new training airport at Moorabbin will not be ready until the end of the year.

AIRCREW in RAAF Will Be Bushmen—A special course has now been instituted for all aircrew members of the RAAF so they can be fitted to look after themselves if forced to land behind enemy lines or in the wide open spaces of the Australian bush. They are given the theory of the training and then flown out and landed some 40 miles from base in wild country and left to find their way home. Each one of the team is equipped with emergency rations, water bottle, flying clothing and medical kit.

The medical kit will include mosquito net, water sterilizing outfit and snake bite equipment whilst a .303 rifle stripped for lightness may be carried if desired. The scheme is one which has been too long delayed and will assuredly save many lives if rigidly enforced on all aircrew.

A JET. BALLOON Makes Record—A Meteorological balloon released in Sydney reached a height of 120,000 ft. before bursting. This is believed to be a record for the southern hemisphere if not for the world. Normal height reached here is 30,000 to 40,000 ft. The balloon rose at 1,000 ft. a minute to 70,000 ft. traveling north at which height it caught a fresh current and returned back over the point of release finally bursting 60 miles north.

EX-RAF Tradesmen Enlist in RAAF—The failure of the recruiting drive for tradesmen in the RAAF has sent Aussie recruiting of-

ficers to England to enlist ex-RAF types and the first 30 of these have been sent on their way to Australia. Efforts are being made to enlist a large number in England.

GLOBAL Charter—It has been reported that Immigration Air Transport, an American Organization, has been granted permission by the Civil Aviation Authorities to make eight charter flights to bring immigrants from Rome to Sydney. The same company made four trips early in the year before a ban was placed on all similar charter flights because QEA and BOAC were able to cope with all the traffic offering. Recently QEA has advised the government that it cannot cope with the amount of passenger traffic offering, hence approval for the additional charter flights.

CONVAIRS Pass Million Mile Mark—In seven months since the first Convair entered the service of Trans-Australia Airlines, four of them have flown more than 1,000,000 miles and the passenger loadings have exceeded 80% on the average. A high utilization of the aircraft is being obtained and with an average of 8½ hours a day in the air for each of them TAA claims them to be more economical to run than either a DC3 or DC4.

With 35 aircraft in its fleet, TAA flies a route mileage of 13,652. It is interesting to note that in 1946 the route mileage was 3,144 and in 1947 6,780 reaching the present figure of 13,652 at the end of 1948, the largest individual organization route mileage in Australia.

RAAF Orders Basic Trainer—Designed by the Commonwealth Aircraft Corporation in Melbourne a new basic trainer has been ordered by the RAAF to supersede the existing types. Two prototypes of the design will be built immediately. It is a single-engined low-wing monoplane with side-by-side seating for pupil and pilot with a seat behind for an additional pupil.

ACCIDENT Statistics — Accident figures for the year 1948 have just been released by Civil Aviation Department and disclose that for a passenger mileage of 660,682,500 and the carriage of 1,381,398 individual passengers the passenger fatality was 1.53 per 100 million passenger miles. Of the 48 domestic accidents and mishaps only 15 fell within the definition of an accident as prescribed by

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