

## Douglas Plans Sonic Speed Plane

Construction work on a Douglas aircraft to break through the sonic barrier has been completed at the company's El Segundo plant. The Douglas D-558, differing from the Bell supersonic design, uses a Westinghouse jet engine to provide 4,000 lb. thrust.

Long and slim, with mono-coque fuselage and a nose air intake, the D-558 has a span shorter than its over-all length. Actual figures are: span 25 ft., length 34.

A low-wing monoplane with straight tapered wings, and a conventional tail assembly, the Douglas machine uses an extremely thin wing section. It will take off and fly under its own power, rather than being ferried aloft under another aircraft.

The nose section containing the crew member is jet-tisonable, so that escape is simplified in case of trouble.

## Airplane Design Should Fit Fields

Airplanes should be designed to fit airports and not airports to fit airplanes, Dr. J. J. Green, chief research aeronautical engineer of the Ottawa Air Transport Board, said recently at a Montreal lecture.

He charged that airplane designers to date have designed their aircraft to achieve a more profitable payload. This necessitates larger airports with longer take-offs, and higher expenditures of federal and civic funds.

Up to the beginning of 1945 about \$300,000,000 had been spent on the construction and development of airports and airways in Canada, he estimated. For the 58 airports required by the existing and prospective main airline network in Canada the total investment up to that time amounts to about \$63,000,000 and the annual maintenance and operation expenditure amount to about \$1,500,000. Airport revenues for a typical year only amount to about one sixth of these maintenance costs.

● **Peace River Northern Airlines** have purchased four Anson V aircraft which will soon be in operation.

● **L. G. Fitton**, flying instructor at the Flying Club at Welland, has taken over the duties of assistant inspector of airways, with headquarters in Moncton, N.B., announces the Dept. of Transport.

● The Wichita plant of Cessna has resumed production at the rate of 30 a day on the Cessna 140/120 series after re-positioning and planning its production facilities.

● **C. Newhall** has been appointed general manager of the Babb Co. Canada, Ltd.

● **Piper Aircraft** suffered a loss of \$400,000 during 1946, says President Wm. T. Piper. He forecasts a brighter 1947, with the belief that larger staff will be required and production will be the largest in the company's history.

● **Air Industries and Transport Assoc.** is planning to hold its spring meeting for the West in Edmonton on April 14. Final details will be forwarded to members when they are completed, says W. B. Bur-chall, executive secretary.

● **Saskatchewan's Government Air Ambulance Service**, operating in north and south sections, chalked up a total of 299 north and south air ambulance flights during the first year of its service. During January of this year, 78 flights were made.

● **Windsor, Ont. and Malton** airports were singled out as examples by L. G. Fritz, vice-president-operations American Airlines in a talk in the U. S. He was "most favorably impressed with the magnificent job (by Dept. of Transport)."

## Experiments Will Prove Helicopter In Many Roles

Experiments to be undertaken this year will show the practicability of the helicopter for a variety of jobs. Air Spray Ltd., formally organized from the beginning of this year as one of the Hunting Aviation group's activities, will make use of the helicopter in a planned program of tests which are scheduled to begin this spring and to continue up to the end of the year.

Ernest Hide, chief entomologist and managing director of the new company, is in Yakima, Wash., to learn the latest means and methods of pest control, and to study and observe U. S. practices.

A. F. Soutar and W. A. Findlay, who will be pilot and air engineer respectively of Air Spray, are at present at the Bell Helicopter School. About mid-April the company's Model 47B3 helicopter will be delivered, and the spray tests can begin.

## The RCMP Views the Dove



Sales manager A. F. MacDonald, de Havilland Aircraft of Canada, poses with S/Inspector C. B. Macdonell, left, and officer commanding the flight division, RCMP, Inspector Philip Cox, right. The famed Mounties had just seen a series of demonstration flights and were very favorably impressed by the excellent performance of the Dove.

● **Lee Carter**, with the agency for the Stinson 150 Voyager for Nova Scotia, has ordered the first plane for Sturgeon Air Service at Fredericton, and expects early delivery.

● **Thomas Braidwood**, president of the Vancouver Board of Trade, announces that Foreign Trade Week will be held in Vancouver, B.C., May 19-24, 1947.

## More Seats On Eastern Lines

Trans-Canada Air Lines increased its passenger accommodation in the Maritime service by using 21-passenger Douglas airliners to replace Lodestar aircraft, providing 50% more seats. The Lodestars are to be assigned to the Newfoundland service giving a 40% increase in passenger space on this route.

The new equipment will provide 84 seats on four daily flights from Montreal to the Maritime network of Moncton, Halifax, Fredericton, Saint John and Sydney, with connections at Moncton to and from Charlottetown, P.E.I. The same number of seats are available for return trips here.

## Easier Access To Voyager Baggage

An 11 cubic foot baggage compartment with an outside door is now being built into all 4-place Stinson Voyagers.

The door, made of metal and equipped with a lock, is on the right side of the fuselage just below the trailing edge of the Voyager's high wing. Because of the door location, heavy bags and packages can be loaded into the compartment with little effort. The large door, which is 20 inches high and 17½ inches wide, also facilitates loading and unloading.

The Civil Aeronautics Administration approved the compartment for carrying as much as 100 pounds of baggage or cargo.