

## Airlines Can't Ignore Jets Claims CPA President

No airline will be able to ignore jet transports, because of the competitive situation, particularly on international routes, according to Grant McConachie, president of Canadian Pacific Air Lines. Speaking in Vancouver recently, he admitted that jet airliners were the subject of much controversy in airline circles but charged that attempts to discredit the civil jet were based either on ignorance of the facts or a refusal to face them because of capital commitments in piston-powered airliners.

"Unlike domestic flying, the international field is not government-protected in any way. We must be prepared to meet and, if possible, to beat competition from all quarters by providing the finest transportation possible from Vancouver to overseas ports. We feel that the Comet will do this and for this reason have ordered two for the Orient run," Mr. McConachie said.

### Safety Above Speed

"Before placing this order, I went to England, keeping in mind all the arguments one hears against jets for commercial flying. I checked the aircraft on all these points and flew it myself. It was after this checkup that I placed the order."

Insisting that "we are interested in safety before speed or any other factor," the speaker described some of the engineering and operational safety features of the Comet.

Thick plastic windows of the Comet are tested to a pressure of 250 psi and, like the doors, open inward. Thus the prospect of doors or windows blowing out in flight is elimin-

ated. The aircraft has unusual stability in flight, while, with the great load of fuel consumed in flight, the landing speed is comparable with that of the DC-3, he told the audience.

Considering all the economic factors (lower fuel cost against higher fuel consumption, higher speeds, less flight time for a given mileage, and simplicity of the jet engines for maintenance and overhaul) the speaker estimated that a net economy of 40% per ton-mile could be achieved with jets, compared with piston types, on long flights.

### Iran, Indonesia Join ICAO Organization

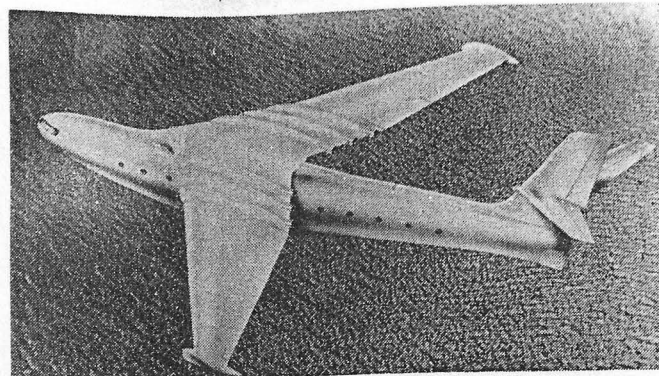
Iran and the Republic of the United States of Indonesia have become members of the International Civil Aviation Organization, according to an announcement made at ICAO headquarters in Montreal.

The International Civil Aviation Organization is charged with responsibility for the orderly and equitable development of international civil aviation, and seeks to bring about a world-wide pattern of cooperation in the technical, economic and legal fields of international flying. Including the two new member states, ICAO's membership consists of 58 nations.

### D-H Heron Successful In Maiden Flight

The de Havilland Heron four-engined, feeder-line aircraft recently made a successful maiden flight at Hatfield, England.

Designed for economy and extreme simplicity of operation, the Heron can carry a



The Saunders-Roe Duchess, 500-mph jet-powered flying boat whose design has just been announced. It is expected to carry 74 passengers over stages from 1,300 to 2,000 miles.

## Duchess Flying Boat Powered by Jets

by John Stroud

The British flying-boat constructors Saunders-Roe of Cowes in the Isle of Wight have designed the world's first pure-jet passenger flying-boat to be known as the Duchess.

The Duchess is to be a high-wing monoplane having marked sweep back in its 135 ft. six in. wing which will house six de Havilland Ghost gas-turbines in its centre section.

Designed to carry 74 passengers at a cost of 1d per passenger mile over stage lengths of 1,300 - 1,500 miles or 2d per passenger mile over 2,000-mile stages, the Duchess will accommodate its passengers in two main cabins which will occupy most of the space inside the pressurized hull which will be of exceptionally clean form.

Leading edge slats are to be fitted to the outer sections of the wings at the tips of

which will be the upward folding stabilizing floats.

The high tailplane will have both dihedral and sweepback and will be mounted on a tall single sweptback fin and rudder.

When applying the Society of British Aircraft Constructors methods for assessing direct operating costs the Duchess is shown to be the world's most economical medium range aircraft.

Tasman Empire Airways, operating Short Solent flyingboats between New Zealand and Australia, is interested in this new flying-boat which will weigh 130,000 lb. fully loaded and cruise at 500 mph.

It will be remembered that Saunders-Roe designed and built the A1 single-seat fighter which was the first pure-jet flying boat. The company is currently building the three 140 ton airscrew-turbine Princess flying-boats.

ton and a half of payload on the relatively short branch line stages and is intended to fill the growing need for a medium size transport carrying from 14 to 17 passengers.

With an all up weight of 12,500 lb. the Heron can carry a payload of 3,420 lb. over a practical stage length of 150 with full allowances for head winds, diversion, take-off, climb and descent, and still have an ample reserve of fuel. At reduced payload, the ultimate range with full tanks and without allowances is 1,250 miles.

As a feeder-liner, the Heron will be called upon to use small airfields with

limited facilities and for this reason it has been designed for quick take-off and a short landing run, and an exceptionally simple formula has been adopted employing the unsupercharged ungeared Gipsy Queen 30 engines, the familiar 1,000 size constant speed propeller, a non-retractable undercarriage and the simplest of control systems and services without any hydraulics.

The Heron incorporates many components of the smaller de Havilland Dove. This has the advantage that the aircraft can be quickly produced from existing tooling.

## Canadian Pacific



New insignia emblazoned on CPA airliners features the Canada goose, symbolic of high-speed long-distance flight. The emblem will be nine feet long on the Empress C-4 airliners and six feet long on the noses of the DC-3's. The goose is depicted in dark blue, white and brown.