

CANADA TO BUY TWO COMETS FOR RCAF

By Ronald A. Keith

EXCLUSIVE — THE CANADIAN GOVERNMENT PLANS TO PURCHASE TWO GHOST-POWERED COMET I AIRLINERS FROM THE DE HAVILLAND AIRCRAFT COMPANY IN ENGLAND. EXACT DELIVERY DATES HAVE NOT BEEN SPECIFIED BUT IT IS PROBABLE THEY WILL BE FLOWN TO CANADA EARLY IN 1953. THEY WILL BE USED BY THE ROYAL CANADIAN AIR FORCE FOR HIGH-ALTITUDE INTERCEPTION EXERCISES AND OTHER SPECIAL DUTIES.

At the time of writing, no official announcement had been made.

Negotiations for the \$3-million jetplane purchase were initiated last September when Rt. Hon. C. D. Howe, Minister of Defense Production, was in England. He enjoyed a 90-minute high-altitude flight in the 500-mph airliner during a visit to Hatfield, headquarters of the parent de Havilland company.

This Canadian commitment will be the first foreign-government order placed for the world-beating Comet and will be the first military applica-

tion of a jet transport in the world. Indications are that further Comets may be acquired by the Canadian government at a later date.

The Comet I, first jet airliner to fly and only one of its kind licensed to date, has a gross weight of 110,000 lb. It cruises at 450 mph for optimum range, 465 mph for shorter range, will fly at 500 mph.

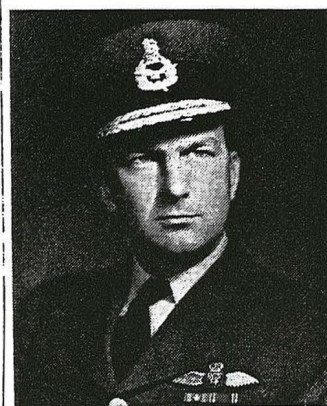
The first two Comets off the assembly line in the U. K. were ordered by the British Ministry of Supply. Another 14 are scheduled for delivery to British Overseas Airways

Corporation. Canadian Pacific Airlines placed the first foreign order, for two, which will be delivered next fall. A French airline, Union Aero Maritime de Transport, has ordered two for operations from Paris to French West Africa and Saigon. Panair do Brasil is negotiating for three Comets.

At press time it was announced that Air France had ordered three Comet I's.

Five Comets had been flown by last September, with six more on the final assembly line. BOAC is operating a Comet from London to Africa to gain practical experience prior to introducing the world's first jet passenger service.

The Comet II, which will be powered by four 6,500-lb-thrust Rolls-Royce Avons, will have greater range than the Comet I which has four 5,000-lb.-thrust Ghost engines.



NEW AOC AIR MATERIEL COMMAND — Air Commodore Harold Goodwin, currently chief of plans and intelligence at RCAF headquarters, who will be promoted to Air Vice-Marshal and will take over as AOC Air Material Command on January 1. He succeeds A/V/M Ralph McBurney, who is retiring from the service.

PLAN CIVIL DEFENSE FLYING PROGRAM

First move toward utilization of light aircraft for civil defense preparedness in Canada was made recently with adoption by the Civil Defense Transportation Committee of a preliminary report recommending a \$23,000 trial program.

The proposal, which has been approved by the committee and forwarded to the Minister of Health and Welfare (responsible for civil defense), was prepared by J. D. Peirce of Associated Air Taxi, Vancouver and presented by H. C. Cotterell, AITA representative on the committee.

If passed at ministerial level the project will involve equipping a light aircraft for civil defense duties and conducting tests. The objective

REPORT TO CIVIL DEFENSE GROUP SUGGESTS \$23,000 PRELIMINARY PROGRAM TO DEVELOP EQUIPMENT

would be to arrive at a standard installation quickly adaptable to any light aircraft.

The major items of special equipment envisaged for Civil Defense flying and training duties include:

1. Two-way radio transmitter/receiver so that the aircraft can remain in constant communication with headquarters.

2. Loud hailer equipment for conveying verbal messages to refugees, police outposts, etc., where normal communications have failed.

3. Radiological monitoring equipment, simulated and actual, so that contaminated portions of a city could be plotted without delay.

4. Auxiliary airborne power supply.

For detection of radioactivity, it is proposed to install detection equipment in the aircraft. It would be designed to give audible and visible indications to the pilot of dangerous radiation areas.

In addition to trying out special equipment, an objective of the program would be the development of a stan-

dard procedure for training civil defense pilots.

Following were uses for the light aircraft in civil defense as suggested in the report:

1. Quick and effective preliminary aerial reconnaissance of bomb-damaged areas;
2. Airborne radiological survey;
3. Aerial fire patrol;
4. Aerial traffic surveys;
5. Control of refugee movement by loud hailer;
6. Carrying messages by loud hailer, radio, dropping, and actual landings;
6. Transportation of key personnel;
7. Carrying plasma, medicines, etc.;
8. Emergency air freighting.

It was suggested that available pilots should be trained in volunteer Civil Air Defense Squadrons and light aircraft should be co-ordinated for civil defense use.

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