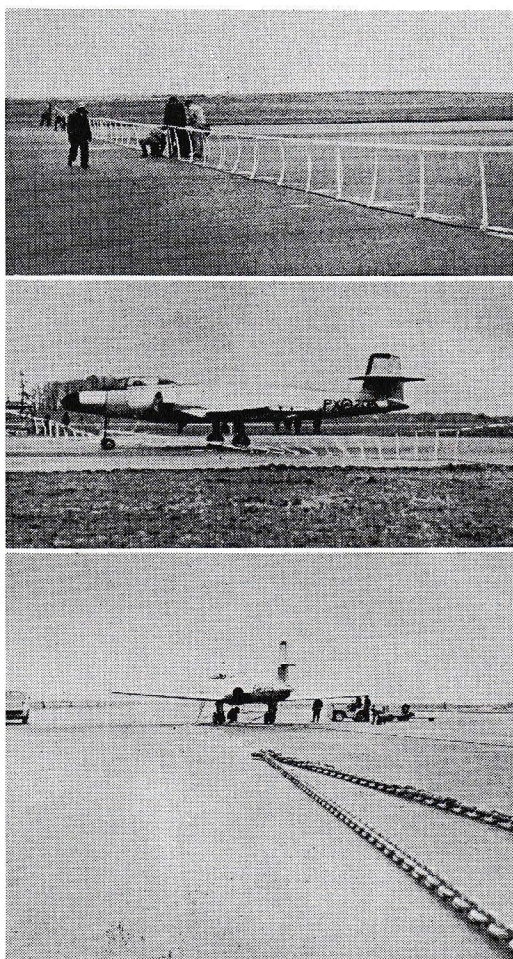


# Nylon net stops 17-ton CF-100



Fencing in a 17-ton aircraft traveling at more than 100 miles an hour is the latest chore undertaken by the RCAF's Central Experimental and Proving Establishment.

That's literally what was accomplished at the RCAF Station Uplands recently in runway barrier trials using the all-weather CF-100 jet fighter.

The barrier (top photo) is assembled near the end of a runway. Its purpose is to stop an aircraft when brakes fail on landing, the runway is overshoot on a flame-out landing or take-off.

► **Trigger.** When the nosewheel of the aircraft hits the nylon tape of the barrier (centre photo) it triggers an action which flips a steel cable on the runway up against the main undercarriage.

Ends of the cable are attached to two heavy chains which lie along the edges of the runway and ahead of the plane.

► **Anchor.** As the aircraft moves down the runway, the cable firmly hooked around its main undercarriage, it picks up more and more weight of the chain until the drag stops it (bottom photo).

At more than 17 tons, the CF-100 is the heaviest fighter used to date to test runway barriers.

**Automatic air traffic control** through use of electronic computing and communications equipment is forecast by the director of electronic data process machines for the International Business Machines Corp. Cuthbert Hurd told a Chicago audience recently that 1965 would see the electronic computation devices standard equipment in air freight ports of all sizes.

Tasks which systems of the future could handle with increased economy and accuracy were listed by Hurd as: automatic air traffic control; local forecasting of weather conditions resulting in computation of optimum flight plans; billing and distribution of revenue between carriers, revenue accounting, preparation of statistical information, recording available flights and space within flights, preparing waybills and loading instructions.

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**A Canadian government engineer** has designed new equipment that may save 30% of the time required

to draw contour maps. The process was perfected by a private applied research organization. The Gamble-Schmidt plotter has been so named tentatively after Sam G. Gamble, chief topographical engineer of the Department of Mines and Technical Surveys, and Gunter Schmidt.

The latter is chief mechanical engineer for PSC Applied Research Ltd.

The unit will be made under license by Applied Research at its suburban Toronto plant, and will sell for \$3,000-\$4,000.

The new plotter is a major modification of existing methods of multiplex mapping, a system of projecting overlapping vertical air photographs to give three-dimensional stereoscopic models on a tracing table.

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**Maritime Central Airways Ltd.** recently took delivery of its first American-built, four-engine aircraft, a DC-4 purchased through Lund Aviation Inc. of New York City. The

craft will be used for cargo-passenger operations on the DEW-Line. The company has two more DC-4s on order.

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**BSA Tools Limited** of Toronto has been appointed representative of Horton Chuck Company, Windsor Locks, Conn. and Hanson-Whitney Company, Hartford, Conn.

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**West Germany's aircraft industry** for the present appears confined largely to design and production of light planes.

Most recent development as the aircraft manufacturers stir to life again is confirmation that Messerschmitt has been licensed to produce the French Fouga 170R Magister jet trainer for the revived German Air Force.

Messerschmitt has also on the drawing boards the Messerschmitt 200, a jet trainer powered by two Turbomecca jets, which was designed in recent years in Spain.

In addition, the firm has indicated intention to bring out a light single-engined craft aimed at the sport and executive markets.

Other German firms which have shown activity include:

Focke-Wulf which is to bring out the BL 502, an all-metal single-engined four seater, the original design of Professor Blume.

Dornier, which says it will begin construction on the five-seater DO 27, also single-engined, patterned after types the company had been designing for manufacture in Spain.

Henschel Locomotive Works is said to be negotiating with Sikorsky and United Aircraft Corp. on details of licensing the German company for helicopter production.

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**The Fokker F-27** is undergoing flight tests at Amsterdam. The twin-turboprop craft is scheduled for demonstrations in North America following completion of the Netherlands tests and it is understood that Fairchild Engine and Airplane Corp. will base its decision on U. S. production on what is shown in the demonstrations. The F-27 is being viewed as a leading contender as a DC-3 replacement.

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**Taylorcraft, Inc.** officials describe reports that the firm has been purchased by Texas Adamas Oil Co. of New York as premature. It was confirmed, however, that negotiations for a merger which would make Taylorcraft a subsidiary of the oil company are in the talking stage.

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