

The NEWS

MARCH

CANADIAN AVIATION

1949

AVRO CANADA TESTS NEW ORENDA JET

Developed From the Chinook, New Engine
May Power Avro's All-Weather Fighter

PERFORMANCE SPECIFICATIONS TOP SECRET

The first test run of Avro Canada's new jet engine, the Orenda, was held recently at the company's Malton plant and reports indicate that it performed "very satisfactorily."

The new engine is the largest known to have reached a comparable stage of development in North America. It is of the axial flow type which allows greater power to be obtained within a slender design, and is being groomed as a possible power unit for the XC-100 long-range jet fighter being developed by Avro Canada for the RCAF.

Attending the initial tests was A/V/M A. L. James,

CBE, Air Member for Technical Service at Air Force Headquarters, Ottawa. He stated that the tests were "very satisfactory and that RCAF and Avro officials are pleased with the engine's performance at this date."

The larger Orenda is a development of the Chinook which was successfully tested last March. Lessons learned from its performance have been applied to the bigger power unit at various stages in its development.

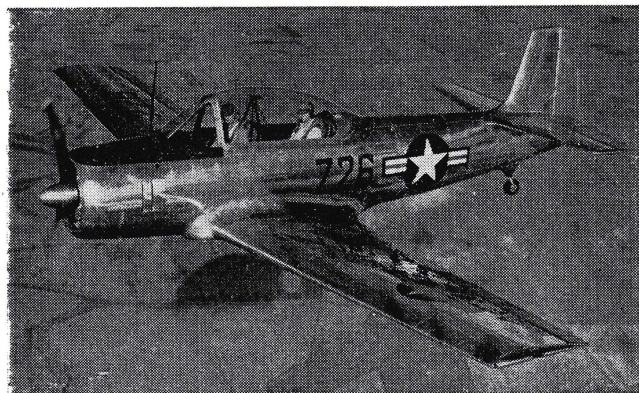
Hon. Brooke Claxton, Minister of National Defense, introduced a cautioning factor by stating that experience with engine development in other countries showed that many months of testing were required before a new engine emerged as an actual aircraft power unit. Some engines tested eight years ago are still being improved.

Campbell, vice-president for BC of the Canadian Bar Association. A. Duncan Bell-Irving, executive head of Bell-Irving Insurance Agencies, is vice-president. Managing director is D. W. McLarty and Dr. Lyle Trorey is technical director.

Montreal Under Way With Subsidy Plan

Opening of the government subsidy plan in the Montreal area was marked recently by a brief ceremony at Dorval airport. The District Controller of Air Services, J. L. E. A. de Niverville, officially approved the pilots' courses given by the Curtiss-Reid, Laurentide and Drummondville schools as well as by the Montreal Flying Club.

The well-staged ceremony was witnessed by a group of



Fairchild Primary-Basic Trainer

Design Competition Winner

The Fairchild primary-basic trainer was winner of a design competition sponsored by the Bureau of Aeronautics. Invitations to bid were extended to Boeing (Wichita), Bell Aircraft, Beech, McDonnell Curtiss-Wright, Consolidated Vultee, and North American.

First flown in October, 1946, the trainer was designed for economical operation for the budget-conscious military services. Both Air Force and Navy training commands have made extensive evaluations of the many features incorporated in the aircraft to ensure maximum safety for student training, and at the same time efficient operation.

government officials, aviation representatives and others who flew down from Ottawa in a D.O.T. Anson.

De Havilland Loss Turns to Profit

A net profit of \$3,215, including dividends of \$15,000 received from a subsidiary, is reported by the DeHavilland Aircraft of Canada Ltd., for the year ending Sept. 30, 1948.

The net loss for the previous year giving effect to receipt of \$130,000 in dividends from subsidiary and \$110,000 recoverable taxes, was \$616,104. Working capital of \$1,202,939 is practically unchanged from the \$1,202,189 of a year ago.

● The safety bureau of the U. S. Civil Aeronautics Board reported that in 1948 no less than 494 people were killed as a result of accidents involving spins. Of these, 213 were caused by pilots showing off.

Flying Club Accidents Analyzed at Meeting

During 1948, Royal Canadian Flying Clubs Association members reported 55 accidents from 34,036 hours of flying. Four of the crashes resulted in death for six persons while two others caused serious injury to personnel.

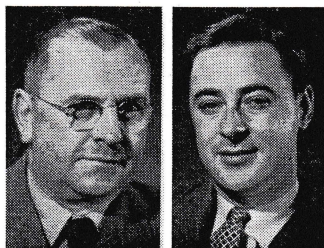
Examining the causes the RCFCA pointed out that 49 of the 55 accidents were directly attributed to pilot error. However, only five of these cases showed evidence of wilful error on the part of pilots.

In 15 accidents, as might be expected in training operations, lack of experience on the part of new pilots was a contributing cause. There were six cases where violation of rules and regulations led to accident-producing situations. Gross negligence or carelessness was the underlying factor in 14 or more crashes.

Hunting Aviation Adds New Western Unit

The Hunting Aviation Group in Canada has formed a new air survey known as Photographic Surveys (Western) Ltd., with head offices in Vancouver.

As an associate company of



DR. L. TROREY D. W. McLARTY

the group the new organization joins Photographic Survey Corp., Toronto, Percival Aircraft (Canada), Kenting Aviation and Weston Aircraft, under the Hunting banner.

President of Photographic Surveys (Western) is J. A.