

News Roundup



TWO RCAF CHIPMUNKS are shown tracing delicate smoke trails during their formation aerobatic display at Toronto's Exhibition Park. The Chipmunk team was performing at the Canadian International Air Show early in September.

CPA Move to Malton

According to an announcement by R. B. Phillips, CPA's vice-president, administration, winter maintenance and servicing headquarters for CPA's Britannia airliners in Eastern Canada will be established at Malton Airport.

Effective as of October 28, Britannias flying the transcontinental route from Montreal to Vancouver will be serviced at the Malton hangars of Avro Aircraft Ltd. When the company's Toronto to Mexico service starts with Britannias December 18, the airliners flying this route will also be handled at Malton.

Reason for the move is said to be lack of adequate hangar space at Montreal's Dorval Airport.

Maiden Flight of X-15

The North American X-15 rocket plane flown by Scott Crossfield performed well on its first powered flight September 18 at Edwards AFB, Calif. The black, stub-winged aircraft rifled through the skies over the Mojave desert at a top speed in excess of Mach 2.

Flying chase for the first powered aerial drop from the B-52 mother ship was Major Robert White who is expected to be the first military pilot to fire-off in the X-15.

To be equipped with even more powerful engines at a later date, the X-15 is expected to fly at altitudes higher than 100 miles and speeds faster

than 4000 mph. On its first flight, it was dropped at 38,000 feet by the mother ship. Crossfield fired the rocket motors at 35,000 feet. On board was a bare three-minute supply of fuel. Landing at the X-15's 200 mph, the spear-shaped aircraft skidded a full mile on the bed of Rogers dry lake.

Surplus Mustangs Sold

The Crown Assets Disposal Corp. has announced the sale of aircraft and aircraft components totalling \$279,605 during the year ended March 31. The biggest single order was that of James H. DeFuria, of New York, for 33 Mustang aircraft, two airframes and eight extra Merlin engines. DeFuria's purchase netted the Crown Assets Corp. \$97,800.

Canadian Aero Service Ltd., of Ottawa, bought 12 unspecified radar sets with additional equipment totalling \$25,200; while Spartan Air Services Ltd. picked up radio and radar equipment to the value of \$22,600.

Super Hercules in Doubt

Word from the U.S. has it that no USAF funding is currently available for the Lockheed Super Hercules. The Allison T-61 engine, which would power the workhorse aircraft, was funded to Sept. 30 only.

Implication here is that as Lockheed is apparently not to get a USAF contract for the aircraft both Slick and Pan American contracts may be cancelled. This could be of importance to

the Canadian industry since Canadair has been in competition with Lockheed for the Slick and Pan Am' orders.

Indications are that a general operational requirement covering the needs of MATS, TAC and AMC is in the making which the Super Hercules could meet. There are also indications that the USAF would like to increase the speed of the big freighter to 400 knots. In that case, the T-61 engines would not meet the requirement.

Assuming, however, that the requirement is fixed at a max. speed of 365 knots, the Super Hercules could do everything the USAF asks. A military order might then be forthcoming out of either a reprogramming action or fiscal 1960 funding. This would enable Lockheed to go ahead with both military and civil orders. To get into civilian production, Lockheed wants a military order for at least 16 aircraft.

Airport Expansion at Victoria

The federal Government plans to spend \$2,000,000 on a new passenger terminal and jet-age runways at Victoria International Airport.

Some \$1,400,000 will be spent this year and next for runway extension and taxi strip improvement. Work has already been started and TCA has announced a three-week cancellation of all its night flights between Vancouver and Victoria's field at Patricia Bay, 18 miles north of the capital.

First stage of a \$1,000,000 passenger terminal has been started and will continue into 1960 at a cost of \$550,000.

Improvement of general operating facilities will cost an additional \$103,000.

Conway Parrott, president of the Victoria Chamber of Commerce, said he eventually wants to see "some transcontinental flights originate and others terminate at Victoria."

Although some of the details of the program haven't been disclosed authoritative sources believe the \$1,400,000 runway allotment will be largely used for extending to 7000 feet the airport's main east-west runway.

This would allow TCA's Viscounts to land at the airport and pave the way for possible use of Viscounts on the Vancouver-Victoria-Seattle run.

Of the total airport expenditure, a sum of \$628,000 is scheduled to be spent this year. Included in this year's