

First 85 HP. Champion in Canada



Aeronca 7DC

The first Aeronca 7DC (85 hp) Champion to come to Canada was delivered recently to the owner, Don Davidson of Brandon, Man., by Brandon Air Services Ltd.

The new Champion will re-

place Mr. Davidson's 65-hp craft, which last winter helped him bag over six hundred coyotes and foxes in the southwestern section of Manitoba.

Crosswind Gear on DC-3 Proves Successful

Climaxing a year's development on a much-praised new aviation safety device, the Civil Aeronautics Administration and Goodyear Aircraft Corp. demonstrated recently the successful installation of cross-wind landing wheels on a DC-3 type transport plane.

The DC-3 cross-wind wheels are similar to those offered as optional equipment on Cessna and Stinson light planes, except the DC-3 casting mechanism is within the hub of a 17.00-16 wheel rather than a 6.00-6 wheel.

O. W. Loudenslager, Goodyear engineer in charge of the cross-wind gear, said the light plane device needed 25 degrees of caster to provide enough yaw angle while the DC-3 wheel required only 15 degrees, the latter modification being practical because of the DC-3's faster landing speed and additional weight.

The DC-3 equipped with swiveled wheels has landed in cross-winds of as high as 40 to 45 mph with perfect safety and control, according to Art Chapman, Goodyear test pilot.

TCA Bermuda-Montreal In Four Hours 35 Min.

A Trans-Canada Air Lines North Star recently landed at Montreal Airport four hours, 35 minutes, after leaving Kindley Field, Bermuda, thus completing the double inaugural flight of the new direct Bermuda service from Montreal and Toronto.

On board the big pressurized airliner were two federal

Cabinet ministers, Hon. Lionel Chevrier, Minister of Transport, and Hon. Ernest Bertrand, Postmaster-General. They were accompanied by Dr. Edward Warner, president of the International Civil Aviation Organization; Gordon R. McGregor, president of Trans-Canada Air Lines; R. C. Vaughan, chairman and president, Canadian National Railways and Steamships; Federal Government and civic officials; and top executives of TCA.

During their stay on the South Atlantic Island, the party were the official guests of the Bermuda Government.

Association Discusses Aircrew Selection

Canadian scientists and doctors, long prominent in aviation research and medicine will be hosts this year to members of the Aero Medical Association, at their convention, in Toronto, on June 16, 17 and 18. At the convention, the latest developments in aviation medicine will be discussed by members from South Africa, South America, Mexico, the United Kingdom, the United States and Canada.

One of the main topics of discussion will be aircrew selection. Modern development in aviation has produced the problem of selecting suitable aircrew for fast- and high-flying aircraft. In Canada this means, primarily the very careful selection of pilots and navigators for the RCAF and airlines.

For the RCAF, the selection of aircrew is done at the RCAF's Institute of Aviation Medicine in Toronto, and to

the Institute come all new recruits for aircrew. Here there are statistics on aircrew selection and training, complete, from the early days of the British Commonwealth Air Training Plan. With this knowledge a series of tests have been devised, in an attempt to predict, before a man flies if he will be successful in aircrew training.

TCA Airmail Volume Reaches Capacity

The volume of air mail in Canada has apparently reached a ceiling under existing arrangements.

The annual report of Trans-Canada Air Lines for 1947 states:

Air mail volume was almost unchanged in 1947, with the company flying 1,232,237 ton miles as compared with 1,210,716 in 1946. There was some growth of this traffic toward the end of the year, but not enough to approach the airline's capacity for mail transport.

Discuss Future of Hamilton Airport

The future of Hamilton, Ontario's, civic airport is under consideration by the city's Airport Committee.

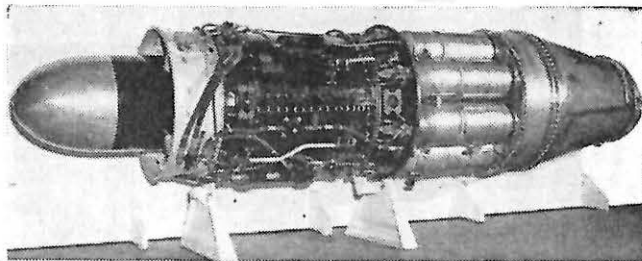
The committee will decide whether the franchise given to the airport company will be renewed when its 25 years duration is up, or whether the franchise is to be bought out by the city at some future date before it is expired.

TCA to Solicit All Kinds of Freight

Trans-Canada Air Lines is making a drive to obtain cargo of almost every kind except coal and grain, President G. R. McGregor told the Commons railway committee recently.

He said that by mid-summer TCA might be carrying ordinary first-class mail. Negotiations are "near culmination."

More Powerful G-E Jet Engine



General Electric TG-190

Claimed to be America's most powerful aircraft jet engine now in production, General Electric's torpedoshaped TG-190 which is capable of producing approximately 10,000 horsepower at the top speed of the new planes being built for its application, was announced recently by the U. S. Air Force and the company's Aircraft Gas Turbine Divisions.

Known as the Air Force J-47A, the new engine is a development of the company's axial-flow TG-180 (J-35) jet engine, which is the power plant of 10 different types of military jet-propelled fighters and bombers.

Although having approximately the same frame size as the TG-180, the TG-190 has many design improvements, a greater thrust rating, and is substantially the

same weight as the former unit. Compared with the slightly more than 4,000 pounds thrust developed by the TG-180, the new engine has 25 per cent more power, according to the Air Force.

Future development of the TG-190 jet, according to engineers, promises to increase its rating to 6,000 pounds thrust.

Following completion of the military-required type-testing in the factory, the TG-190 now has been installed as the power plant of the North American F-86A, an Air Force fighter revealed as having a speed of "over 650 miles an hour."

As in the case of the TG-180, the TG-190 has been installed in the bomb bay of the Boeing Superfortress for flight testing under altitude conditions.