



GOODYEAR TROPHY RACE finalists in the order, top to bottom, they crossed the finish line.

Six Hours in Glider Kitchener to Malton

A glider flight from Kitchener, Ont., to Malton recently gave Albert Pow, of London, Ont., recognition as holder of a new Canadian glider duration record.

One of Canada's most enthusiastic glider pilots, Pow stayed aloft for six hours on the flight to Malton after being cut loose at 2,000 ft. over Kitchener.

He has applied to the Canadian Soaring Association for official recognition of the flight. The previous record of five and a half hours was held by "Shorty" Boudreault of Ottawa.

Turbo-Jet Engine For Private Aircraft

Development of a turbo-jet engine small enough for civilian use has been announced by Frederic Flader Inc., North Tonawanda, N.Y.

The company claims that the engine, hardly larger than a stove pipe, is powerful enough to fly a four or five passenger private plane.

With improvement in fuel economy this will open up a new market in private aircraft sales a spokesman stated.

Goodyear, Thompson, Bendix National Air Races Results

Goodyear Trophy Race

Flying in *Cosmic Wind*, his specially-built racer, **H. R. Salmon** won the Goodyear Trophy Race held on Labor Day at the Cleveland Air Races. His average speed for the course was 169,608 mph.

The Goodyear race, a speed classic for light planes, is an international free-for-all for men pilots only. To qualify for the event, the aircraft could be of any design but must be powered with an engine of 190 cubic inches displacement only. Along with the trophy is a total purse of \$25,000.

The first five aircraft pictured here in the order they finished the race are: Salmon's *Cosmic Wind* (No. 4), Steve Wittman's *Continental Special* (No. 1), Art Chester's *ARC Special* (No. 2), Wm. Brennand's *Wittman Special* (No. 20) and Bill Robinson's *Cosmic Wind* (No. 3).

Twenty-four specially-built light racing aircraft took part in the race which was run off in heats of six.

Bendix Trophy Race

Paul Mantz, veteran pilot from Los Angeles, Calif., won the **Bendix Trophy Race** again this year at the Cleveland Air Races. Flying a **North American P-51B Mustang**, Mantz completed the trans-continental run from Los

Angeles to Cleveland in 4 hr. 33 min. 48.7 sec. at an average speed of 447.984 mph.

Three other Mustangs and a Mosquito making a field of



MANTZ'S MUSTANG

five made the International free-for-all transcontinental speed dash which is open to any type of aircraft with reciprocating engine(s), men and women pilots for a total purse of \$25,000. Linton Carney placed second while Jaqueline Cochrane, well-known woman speed pilot, finished third. J. F. Stallings, flying the Mosquito crossed the line last.

Thompson Trophy Race

Anson L. Johnson, a wartime transport pilot from Miami Springs, Florida, won the **Thompson Trophy** speed classic and \$16,000 first-money recently with an average speed of 383.767 mph. He flew a North American P-51D Mustang.

A highlight of the Cleveland Air Races, the Thompson Trophy was virtually handed to Johnson by Charles

E. Brown of Indianapolis who was forced out of the race in his 19th lap when the Bell P-39Q Airacobra he was flying ran out of fuel. Prior to this Brown's fastest lap was 413.097 mph. and he had lapped the field by the 19th. The race is a free-for-all of 300 miles around a 15-mile rectangular course.

It is interesting to note that while the Cleveland air races were in progress, over 2,000 personal aircraft were parked at the Cleveland airport, the vast majority of which were light planes.

ON THE HORIZON

Oct. 25 — Air Industries and Transport Association Annual Meeting, Toronto, Ont.

Nov. 9 — ICAO Operation Division Meeting, Montreal, Que.

Nov. 16 — ICAO Airworthiness Division Meeting, Montreal, Que.

Nov. 23 — ICAO Southeast Asia Regional Air Navigation Meeting, New Delhi.

Jan. 24-25 — Twentieth Annual Meeting of the Royal Canadian Flying Clubs Association, Ottawa.

● The Toronto Gliding Club, which operates at Oshawa, has received a donation of a de Havilland Sparrow utility glider from the de Havilland Aircraft Co., Canada.

First All-Jet Four-Engine Airliner Flies



Avro Tudor VIII

The world's first all-jet, four-engined civil transport aircraft, the **Avro Tudor VIII**, made its first flight recently. It was flown from the factory at Woodford, England, to the Government's aircraft and armament experimental

establishment at Boscombe Down.

The Tudor VIII has been built for the Ministry of Supply for research into high altitude performance of jet propelled aircraft and pressurization systems.

Powered by four Rolls-

Royce Nene turbo-jet engines, it has a service ceiling of 44,000 ft. Its cruising speed at 25,000 ft. is 350 mph. The wingspan is 120 ft., length 85 ft. 3 in. and a height of 24 ft. The all-up weight is 80,000 lb. and the fuel capacity is 3,200 gal.

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