NEWS ROUNDUP

CF-100 Pressurizing

Complete air conditioning and pressurization systems for the Avro Canada CF-100 are to be supplied by AiResearch Manufacturing Company, a division of The Garrett Corporation of Los Angeles. The AiResearch air conditioning and pressurization systems will incorporate twelve different items, including turbine refrigeration units, cabin pressure regulators, electronic temperature controls, and numerous air and pressure control valves.

The system is said to automatically control cabin altitude and cabin temperature throughout all conditions of flight. For example, at an altitude of 21,000 feet, the cabin altitude will be held at 10,000 feet; at an altitude of 30,000 feet, the cabin will be at 16,000 feet; above 30,000 feet, a constant differential pressure will be held between cabin and atmosphere. At near supersonic speed, even at low altitude, AiResearch says that cabin temperature will be held well below 90 degrees.

Non-Stop Pacer

Max Conrad, who last year flew a Piper Pacer across the Atlantic Ocean — solo — has been at it again. This time he flew the same aircraft from Los Angeles to New York non-stop in 23 hours, 4 minutes, and 21 seconds. The time over the distance of 2,461 miles constitutes a new record for light personal type aircraft.

Mr. Conrad, who is the father of nine children and a writer of songs as well, had his Pacer fitted with two auxiliary tanks holding 120 gallons of fuel. These were augmented by six 5-gallon tins which were pumped into the tanks as they emptied. With the standard tanks, the total gallonage was 186 gallons, which resulted in an overload at take-off of nearly 400 pounds.

With the exception of the extra tanks, instruments, and additional radio equipment, the Pacer is a standard model powered by a standard Lycoming 125 hp. engine.

England-N.Z. Race

The Royal Aero Club recently announced the conditions of entry for the England to Christchurch, N.Z. Air Race which is to be flown in 1953.

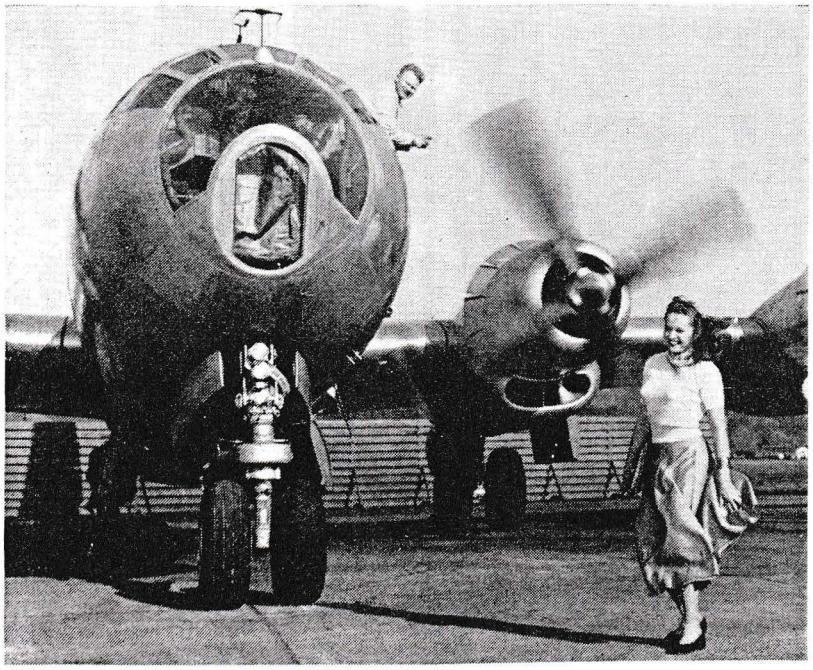
The Race will be organized jointly by the Royal Aero Club, which will be responsible for the organization, start and control of the Race as far as the Intermediate Control Point (yet to be decided, but somewhere in the Basra region), and the Canterbury Air Race Council, which will be responsible for the remainder of the course and the finish.

The Race is to be divided into two sections: a Speed Section and a Transport Handicap Section, which will be flown concurrently over the same course. Both landplanes and seaplanes, powered by piston, jet, or prop-jet engines, will qualify for entry in both Sections, provided their speed and range enable them to complete the course within the specified 168 hours from the time of the start.

The winner of the Speed Section will be the entrant whose aircraft completes the course in the shortest time. Aircraft entered in the Transport Handicap Section will be started according to the handicap calculated from a specified formula, and the first to arrive at the finishing line at Christchurch will be the winner of that Section. Aircraft entered for both Sections will be started according to handicap.

The Race will start from an airport or seaplane base in the U.K. yet to be decided, on or about October 10, 1953. Entries will be received by either of the two governing bodies not later than January 31, 1953.

Aircraft entered for the Speed Section only will be permitted to refuel in flight during the Race. Pilots may follow whatever route they choose provided they land at the Intermediate Control Point and submit full details of their selected course. Entrants must make their own arrangements for fuel, spares, food, accommodation, etc., along the route.



FULL BLOWN: Just to add a spot of Sex to this month's issue of AIRCRAFT, the above photo of one Miss Estelle Zeck of Boeing Airplane Company is printed herewith. Miss Zeck is shown being given a treatment with the reversible props of a B-50 by a group of whimsical (but crafty) Boeing pre-flight mechanics.

Airport Guide

A guide to the efficient design of modern land and water airdromes for the needs of international air traffic is contained in ICAO's international standards and recommended practices for airdromes, just adopted by the Council of ICAO in Montreal. These standards and recommended practices, which are now Annex 14 to the Convention on International Civil Aviation, prescribe the physical and associated characteristics and equipment which airdromes used by aircraft engaged in international air navigation shall have.

These new standards pay particular attention to the question of day and night markings of airdromes, and to the provision of visual aids for air-