

NEWS ROUNDUP

Lome's First Charter

On December 8 at 11:50 a.m., EST, Lome Airways big Tudor V took off from Malton Airport, bound for Nassau, British West Indies, with 18,000 lb. of Canada Packers' frozen, smoked, and canned meats (see cover, this issue), thus beginning the first Canadian four engine charter freight operation. At the time of the first flight, the aircraft had already been booked for several more charters by Canada Packers, as well as other companies.

The crew for this first charter in CF-FCY comprised A. L. Firmin as first pilot, D. T. Brooker as co-pilot (Mr. Brooker is also vice-president of Lome Airways), W. Matlashewski as radio engineer, and F. Brobyn as chief flight engineer. In charge of this heavy

within 250 miles of land when on overseas flights. Because the DoT and the ARB have a reciprocal recognition agreement for certificates of airworthiness granted by each other, the restrictions' removal will also apply to Canadian registered Tudors.

Lome has, in fact, already said that it will make charter passenger flights if there is any demand for them.

Canadian Britannias

The Bristol Aeroplane Co. Limited recently made the following statement on reports that the Britannia might be made in Canada under license.

"While the negotiations between the Canadian Government and The Bristol Aeroplane Company have related primarily to a maritime reconnaissance

able, but apparently the supersonic phase of it was not part of any test program and was something that the pilot decided to do on his own initiative just to show it could be done in a CF-100.

RCAF North Star Lost

A not previously publicized fire in which an RCAF North Star was destroyed was brought to light on December 1 when MP G. D. Weaver of Churchill was defending the accounting methods of the Department of National Defence. In explaining some documents which detailed information regarding thefts, frauds, fires and other write-offs in the armed forces in 1950-51 and 1951-52, Mr. Weaver said that one of the items listed under "Other Write-offs" was a North Star with a book value of \$225,000. He did not say when the fire occurred, but he did say that it happened at Whitehorse in the Yukon.

The official report on the accident says that an explosion occurred while the aircraft was being refuelled. "It is believed that the NCO who had removed the snow from the aircraft had accumulated electric static in his body and by kneeling on a broom and a piece of rag caused a spark which resulted in the explosion."

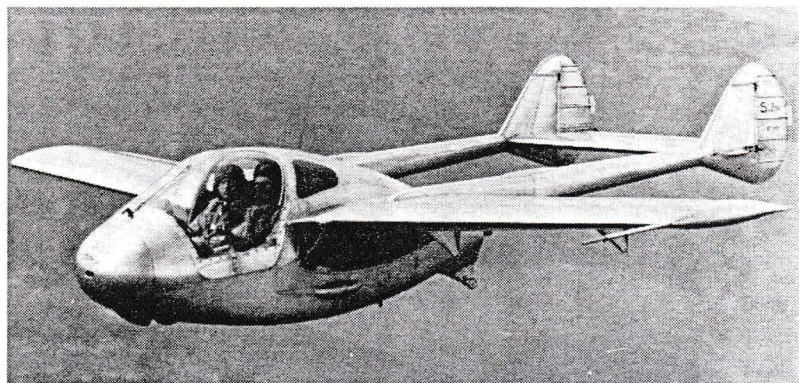
U.S. Lease at Goose

A 20-year lease on 7,000 acres at the Goose Bay air base has been granted to the U.S. by Canada, to enable the USAF to erect facilities there. Though the U.S. will be investing heavily in installations at Goose Bay, the airport remains under the overall command of the RCAF.

Aviation Imports

Aviation imports evaluated at a whopping \$134,888,449 crossed Canada's borders during the first nine months of 1952. This figure was made up mostly by imports from the U.S. (and its possession, Alaska), which supplied \$126,676,850 of the total. Next was the U.K. with \$7,687,864, while other countries together supplied imports value at just \$523,735.

During the period under review there were 79 aircraft weighing not more than 1,500 lb. brought into Canada, all from the U.S. These had a total value of \$254,666. There were 34 machines from the U.S. in the 1,501-3,000 lb. class with a value of \$365,473. In the 3,001-7,500 lb. class there was 5 machines from the U.K. valued at a total of \$206,561, one from



CUTE AS A BUTTON: Latest in the attractive light jet aircraft to fly in France is the SIPA 200 "Minijet". The all-metal two-place aircraft has an all-up weight of 1,717 pounds. It can take off in 1,000 feet and climbs at 1,200 feet per minute. With a cruising speed of 225 miles per hour, it has a range of 350 miles. Span is 23 feet and length is 17 feet. It is fully aerobatic.

international charter service is B. L. Langford, who supervises sales and aircraft maintenance as well. Maintenance is carried out by Lome's own mechanical staff at the Malton base of Sanderson Aircraft Limited. Additional maintenance facilities and personnel are obtained from Sanderson as necessary.

Since Lome has acquired its Tudor, the British Ministry of Civil Aviation has removed most of the restrictions on passenger carriage by this type of aircraft. The removal of the restriction had a catch to it though: the Tudors may not carry more than 50 passengers (with high density seating they could carry 80-90) and, when carrying passengers, must always stay

aircraft based on the . . . Britannia, there is also keen interest in the possibility of building in Canada transport Britannias, whether for military or civil use, and Canadair Limited of Montreal and . . . Bristol . . . are working together on plans for the most effective sales exploitation of their combined resources. These plans do not exclude the probability of increased production of Britannias in the U.K., both at Filton and elsewhere."

CF-100 Goes Supersonic

Avro Test Pilot Jan Zurkowski produced one of the popular "sonic booms" on December 4 when he dived a CF-100 at a speed in excess of Mach. 1.0. No details of the flight are avail-