

## NEWS ROUNDUP

### 4 DEW Stations to Change

The Canadian Government plans, as part of its Arctic development program, to take over four DEW Line airstrips for conversion into civil airports. For 1959, the Government hopes to start construction on the present military strips at Cambridge Bay, on the south coast of Victoria Island, and at Hall Lake, on the Melville Peninsula. In 1960 the Government intends to develop the strips at Cape Perry, west of Aklavik, and at Tuktoyaktuk, north of Aklavik, on the peninsula that forms the extreme northwest limit of Canadian territory.

The strips will be taken over from the USAF, which now mans them. The Government's purpose is twofold: to provide starting points for possible mineral and other developments in the far north, and to establish Canadian sovereignty in the vast territory.

Frobisher Bay, on Baffin Island, has already seen a \$5.5 million contract let to hard surface an airstrip and build a terminal there. Frobisher is already a stop-over station for four trans-Polar airlines.

### Four Arrows Flying

The fourth Avro Arrow off the production line made its first shakedown flight late last month. This initial flight averages about 1 hour in duration, and is merely for checking out the systems. Chief test pilot Spud Potocki was at the controls.

Meanwhile, it is reported that the first Arrow, which was damaged in landing a few months ago, is about to be put back on the flight line for airborne testing. Avro officials state that the first Arrow 2, the Iroquois-equipped model, is scheduled to fly "very soon now".

### Spartan in Mozambique

Spartan Air Services Ltd. has started work on a major survey of half of Mozambique, Portuguese East Africa. This work, being done for the Portuguese government, embraces both photo-mapping at 25,000 feet and ground profile recording, using radar altimeter equipment in the aircraft. The radar records will be used to provide a control for eventual mapping in the area.

The Spartan crew flew their modi-

fied DC-3 aircraft to East Africa at the end of September to prepare for mobilization of the job at Beira, a port centrally located on the coastline. The developing and printing of the photography, as well as compilation of the airborne profile records for mapping purposes, will be carried out by Spartan's East Africa subsidiary, Spartan Air Services (Eastern) Ltd., located at Nairobi, Kenya.

### Homebuilt's Maiden Flight

Sandy Seivewright, a pilot with Saskatchewan's Department of Natural Resources, based at Meadow Lake, recently completed a Cougar two-place, high-wing monoplane, and flew it for the first time at the north-western Saskatchewan base. Working at it since February, 1957, Mr. Seivewright completed the speedy Cougar 1 in record time. It is powered with an 85 hp Continental, has a top speed of 160 mph, and a cruise speed of 140. Fully aerobatic, the Cougar 1 has an empty weight of 600 lbs., a landing speed of 60 mph.

Most unique feature of the home-builder's achievement is the fact that he completed it virtually without help in his spare hours, in record time. Most homebuilders work in groups, and require about three years to complete one plane.

### Speedy Atlantic Crossing

One of the RCAF's Comet 1A transports last month flew the Atlantic from Gander to Shannon in 3 hours 36 minutes, one of the fastest crossings to date. The 2000-mile distance was covered at a rate of nine miles a minute, an average speed of 550 mph.

The Comet was on the normal sked run between Canada and the RCAF's Air Division in Europe. Last year the two RCAF Comets logged approximately 2000 hours, or upwards to a million air miles. RAF Transport Command has logged some 14,000 flying hours.

### New Imperial Plant

Imperial Oil will build a \$3 million alkylation plant at its Winnipeg refinery to produce aviation gasoline for Manitoba, displacing imports from the U.S. The plant is to be in operation by November, 1959, turning out 650



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