

324,700
28,700
410,582
25,000
387,348
23,982
16,323
35,912
42,494

125,000
30,000

30,492
17,249

225,575

86,715
969,880
78,750
274,235
241,292
42,932
52,425
66,700
62,250

10,579

27,806

12,319

631,200
327,600
241,292
178,200
21,000
25,935
29,350
232,014
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334,605
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ORENDA-SABRE BEATS RECORD

Jacqueline Cochran regained the women's air speed title May 18 when she broke a closed-course testing record at Muroc Field in California in a Canadian-built F-86 Sabre jet powered by an Orenda engine.

Employed as a "flight consultant" by Canadair since last November, Miss Cochran was clocked at 652 miles an hour on the 100-kilometre course. She became the first woman to fly faster than sound, presumably in a dive.

The previous record on the course, set by Col. S. J. Ascani, of the USAF, was 635 miles an hour. The fastest any woman had flown before was the 540

mph record held by Jacqueline Auriol, daughter-in-law of the President of France.

Miss Cochran has been flying since 1932 and in four Bendix air races against men she came in first once, second once and third twice. She is a member of the French Legion of Honor and is a lieutenant - colonel in the USAF Reserve, holding the U. S. Distinguished Service Medal, awarded for her work in training women aviators in the last war. Before the U. S. A. entered the war, she organized the Transport Auxiliary, a group of women pilots who flew bombers to Britain from the U. S. A.

Viscount Tests Successful

Satisfaction over the six weeks of successful winter service trials in Canada of the prototype Vickers Viscount has been expressed by Trans-Canada Air Lines, which has purchased 15 of the turbo-prop transports. The trials included 113 hrs. 30 min. flying time.

The airplane with its crew of 15 Vickers technical experts, arrived in Montreal February 16 after completing the first trans-Atlantic crossing of a turbine-propeller airplane. A group of TCA engineers joined the Vickers group on trials at Winnipeg and Fort Churchill in Hudson Bay. After extensive testing under low temperature conditions the Viscount returned to Montreal for icing trials. It arrived in England April 5.

TCA also expressed special pleasure "with the close co-operation between the British manufacturers in supporting each other's commitments for the over-all good of the Viscount."

National Air Show

The National Air Show, originally planned for this month, will be held in Toronto on September 19.

Many facilities erected for the purposes of the Canadian

National Exhibition will be left at the disposal of the air show and the armed services static exhibit will remain.

A more ambitious flying display will be put on than last year, including a squadron of CF-100s and the first public showing of the RCAF de Havilland Comet.

RCAF Purchases Aircraft Abroad

Canada's postwar program of importing aircraft from the U. S. and U. K. to re-equip squadrons of the RCAF and RCN (Air) appears to be nearing completion.

The largest aircraft ordered abroad are the two de Havilland Comets purchased in England for use as high speed transports and navigation trainers. Both of these have been accepted by the air force in England, but are remaining in Europe until the crews have obtained experience.

American - made Fairchild Packets continue to be ferried north by Canadian pilots. These twin-engined medium transport are replacing veteran Dakotas on army parachute corps operations. The complete number is expected to



NEW SABRE JET—Successful first flight of the F-86H, fifth and latest in North America's series of swept-wing Sabre jet fighters, has been announced by the USAF. Company test pilot, Joe Lynch, formerly of Columbus, Ga., said the new Sabre leaped into the air on its first take off "like it had been kicked in the pants."

STOP-THE-PRESS NEWS

Greenaway Wins McKee Trophy

S/L Keith Greenaway, seconded from the RCAF to the Defense Research Board, has won this year's McKee Trophy for meritorious service in the advancement of Canadian aviation.

Last year's winner of the

Fairchild Thurlow award, the western World's most prized navigational distinction, he perfected the twilight computer for the RCAF and RAF which enables pilots to fly accurate courses in the difficult Arctic twilight. He also wrote a text on Arctic navigation adopted by the RCAF and used by the USAF and RAF. His versatility is evident in his winning of the presidents' prize last year of the Royal Meteorological Society (Canadian Branch) for his paper, "Experiences with Arctic Flying Weather."

awaiting a few Hawker Sea Furies from the U. K.

The time-honored Noorduyn Norseman, designed and built for operations in Canada's northland, has been pensioned off by the RCAF.

This sturdy little monoplane saw service for almost two decades and although commercial models still are in use, the Norseman is bowing out of uniform.

The few remaining Norsemen which the RCAF own are reported being dismantled and crated. Likely they will be sold as surplus equipment.