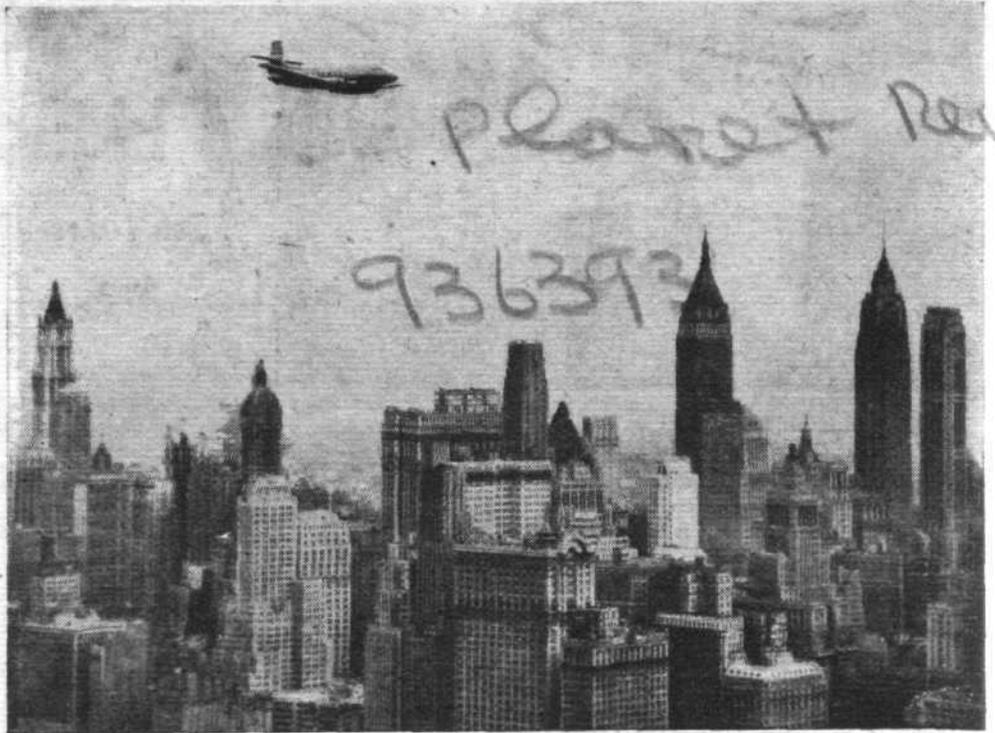


# CIVIL AVIATION NEWS

**THIS MODERN AGE:** The United States was recently given a preview of the Avro-Canada Jetliner, when on April 18th, it flew from Toronto to New York in less than one hour. The aircraft, seen above against the familiar skyline of New York, took part in the Society of Automotive Engineers' aviation show.



## THE JETLINER FIRST?

**T**HE honour of being the first gas-turbine airliner to operate on a commercial route will, according to a recent announcement by Trans-Australia Airlines, go to the Avro Jetliner which, as a freighter, is to carry out operational utilization trials on the T.A.A. route network in October.

It was decided some time ago that flying conditions in Australia would provide an ideal testing ground for the Jetliner when it was completed. The aircraft is to fly to England for the S.B.A.C. Show, at Farnborough, in September, and it is scheduled to arrive in Australia the following month.

## THE COMET'S TRIALS

**F**OLLOWING its record-breaking flight from London to Cairo on April 24th, and an afternoon devoted to flight trials at Farouk Airport, the D.H. Comet, on April 25th, flew to Nairobi, covering the 2,196 miles in approximately 5½ hr.—not, as stated in an early report 6 hr 9 min. This represents an average speed of 418 m.p.h. The Comet thus travelled the 4,400 miles from London to Nairobi in a flying time of 10 hr 25 min, each leg of the flight being covered in about half the time taken by normal airliners today.

The Comet's flights to date have ably demonstrated its capabilities on long-range trade routes. B.O.A.C. expects to receive the first Comet of its fleet early next year, and, according to a recent statement made by Sir Miles Thomas, Comets will be introduced on the U.K.-Calcutta route by the end of the year. Ultimately the service will be extended to Sydney, which will be reached in something less than 40 hr or about half the time at present taken by the Corporation's Constellation service.

## VISCOUNT SERVICEABILITY

**S**PEAKING at the S.A.E. National Aeronautic Meeting in New York, Mr. R. N. Dorey of the Rolls-Royce company, who has been closely associated with the development of the Dart, mentioned that the Viscount, which had just completed its first 400-hour inspection, had averaged one flying hour per day since its first flight—an extremely good record of serviceability for a prototype. The absence of pipe- and control-chafing, hinge wear and so on, normal on piston-engined aircraft, was a very noticeable feature. Serviceability of radio equipment and instruments had been outstanding during the whole of the flying to date, and the lack of engine and airscrew vibration was recognized as being responsible for this advance.

This information was given in the general concluding remarks to Mr. Dorey's lecture on "Extended Life of Propeller-Turbine Engines," the first part of which is reproduced almost in full on pages 542-545 of this issue.

Meanwhile, the Viscount's European sales tour was concluded on Friday, when it landed at Northolt from Amsterdam, having previously visited—on the second half of its tour—Copenhagen, Stockholm and Oslo.

## WASHINGTON'S NEW AIRPORT

**T**HE Friendship International Airport, at Baltimore, near Washington, one of the largest airfields in the world, will be opened for regular commercial traffic during the first week in July. It covers 3,200 acres, and one of the runways is 9,450 ft long. The airfield itself is five times larger than the National Airport, at Washington, and four times the size of La Guardia Airport, at New York. It has been built—on a site which is described as meteorologically perfect—at the comparatively low cost of \$15,000,000 (approximately £5,350,000) and is designed to serve the Baltimore and Washington area for both national and international flights.

One of the principal features in the design is its capacity for expansion; the three existing runways can easily be increased to six in number, and accommodation provided for up to 24 operating companies.

## MOSCOW TO KHABAROVSK

**A**LTHOUGH details of transport facilities within the Soviet Union are normally well-guarded secrets, Russia seems to be particularly anxious to publicize the fact that a number of new air services are being provided to link Moscow directly with South Sakhalin, Ufa, Osgorod, Guryev and Dniepropetrovsk. Express flights to the east are being resumed with IL-12 airliners which, from May 1st, will leave Moscow every day for Khabarovsk.

Some idea of the extent of Soviet territory can be obtained by the fact that the journey from Moscow to Khabarovsk takes some 33 hr. Announcing these new services, the *Soviet News Bulletin*, published by the Russian Embassy in London, also claims that flights from Moscow to the various health resorts in Russia are now in great demand.

## COMPETITORS TO CO-OPERATE?

**I**T is understood that K.L.M., Sabena and Swissair are investigating possibilities of what is termed a "Beneswiss" air agreement. The main object would be the pooling of fleets to meet keen American competition, and the plan would include the dovetailing of timetables, a joint representation and advertising campaign abroad and close co-operation in the matter of freight traffic. It has been stressed that the question is not one of amalgamating the three companies, but only of very close operational co-operation between them. If the present plans are successful, it is not unlikely that a similar arrangement would be adopted by S.A.S. and Air France.

## I.F.A.L.P.A. CONFERENCE

**T**HE fifth conference of the International Federation of Air-line Pilots' Associations, attended by representatives of 17 relevant organizations, was held in Brussels from April 17th to 20th. It was attended, in addition, by delegates from I.C.A.O., I.A.T.A. and the International Transport Workers' Federation. A number of resolutions were adopted, and ratified.