



*Great new way to go places . . .*



VOL. 3 NO.3

# ***In Flight***

*Presented with the compliments of*  
TRANS-CANADA AIR LINES



*The VICKERS VANGUARD ... Exciting new*



## wings in Canadian skies

To introduce *TWO* major aircraft types within the span of 10 months is something of an achievement in airline history, but that is just what TCA is doing. In April, 1960, the first of the giant DC-8 pure jets went into transcontinental service and in June, DC-8 trans-Atlantic flights began on regular schedule. Soon the new VICKERS VANGUARD 96-passenger turbine-propeller aircraft takes to the air on TCA's middle-range routes.

First airline to introduce the highly successful Viscount to North America, TCA leads again with its presentation of the VANGUARD—another 'first' on this continent.

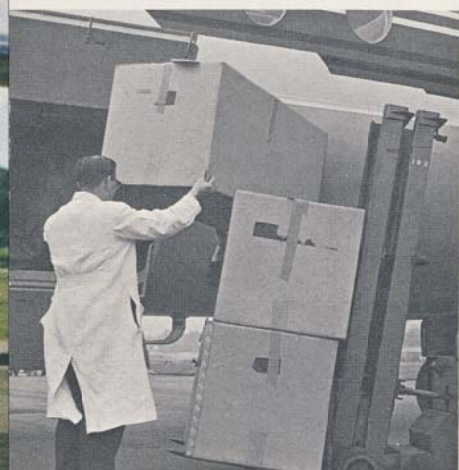
The selection of the VANGUARD followed a long and intensive evaluation program by TCA's engineering and traffic experts, during which the projected capabilities and performance of six competing aircraft were exhaustively analyzed. TCA sought a fast, efficient medium-range aircraft incorporating the latest developments and refinements for passenger convenience, comfort and enjoyment of flying. The VANGUARD was the unanimous choice of the experts. In over 1600 hours of flight and certification tests the VANGUARD has proven to be all that its designers and engineers planned. Having origi-

A completely new airplane in its own right, the VICKERS VANGUARD is big and roomy with ample space for 96 passengers and up to eight tons of cargo.

The VANGUARD is equipped with built-in folding stairs and two large entrance doors in addition to two service doors on the other side of the aircraft.



The VANGUARD's large size is indicated, left below. Right, below, restfully contoured seats for passenger comfort. Two enormous freight compartments, bottom left. Bottom right, the colourful, roomy interior.



nally ordered twenty VANGUARDS, TCA, in early 1960, ordered an additional three planes.

Of the same family as the world-famous Viscount, the VANGUARD is a NEW airplane in its own right. Over a million man-hours have gone into its designing to meet specifications for an aircraft which would be twice as big as earlier turbo-props, carry up to 100 passengers in relaxed comfort, provide extra large cargo capacity, fly at least 400 miles per hour – yet operate easily in and out of the average airport. The VANGUARDS now flying have proven that all of the specifications have been met and TCA is proud to add this truly superlative aircraft to complete its all-turbine fleet. As additional VANGUARDS are delivered they will take over from North Stars and Super Constellations on transcontinental routes and Southern services, and later, replace Viscounts on medium-haul routes.

Powered by four ROLLS-ROYCE TYNE propeller turbine engines, each developing over 5500 h.p., the VANGUARD will cruise at 420 miles an hour at 25,000 feet. To the design of the TYNE, Rolls-Royce has applied the vast experience gained with the highly successful, dependable Dart engine which powers the Viscount and a number of other transport aircraft. The ROLLS-ROYCE TYNE is the world's most powerful, efficient and economical turbo-prop engine for passenger aircraft. It has been selected by Canadair to power its long-range CL-44 transports, which have been ordered by the R.C.A.F. and two large U.S. airlines.

The VANGUARD may be described as 'two planes in one.' To the passenger it is a fast, highly pleasing, comfortable aircraft. To the airline, it is also a large-capacity freight, mail and express carrier, providing in its 'double-bubble' fuselage construction, space for up to 8 tons of baggage and freight in two enormous compartments beneath the passenger cabin. Obviously the dual ability of the VANGUARD to carry a full payload of passengers and freight is an important factor in its economical operation. When passenger traffic is light, cargo can make up the load capacity without alteration to the passenger seating areas.

The VICKERS VANGUARD is a roomy aircraft, wide in the beam and long. Although it is designed to carry up to 130 passengers, the TCA configuration provides for 46 First Class and 50 Tourist Class seats in four cabins, allowing for ample space and maximum comfort for every passenger.

*TCA 'In Flight'*



On the convenient fold-down tables, passengers enjoy a delicious tray-served hot dinner. In the First Class cabin refreshments are served from aisle trolleys.

Whether you fly frequently or only occasionally, for business or for pleasure, you will be eager for a first flight in the TCA VANGUARD. So, for this 'IN FLIGHT' preview - 'LET'S GO ABOARD'...

One's immediate impression of the VANGUARD on the ramp is that it is a *BIG aircraft* - an impression that is heightened when one mounts the built-in folding stairs and enters the fuselage through either of the two large entrance doors. (*Two separate service doors are on the other side of the aircraft*).

The spacious interior is colourful and attractive; its width and height impressive. Thirty-nine large oval 'picture' windows and an ingenious system of special lighting - *as well as cove sidewall lighting* - make the four cabins bright and inviting. The lighting can be varied (*seven variations*) to suggest coolness on hot summer days; a pleasant cheerfulness on dull days and warmth and comfort for passengers who board the plane in colder weather.

Bright, lively colour schemes; two-tone passenger seats; beautiful fabrics and materials; decorative panels in colourful plastic; handsomely finished cabin fixtures; all have been most carefully selected to contribute to passenger comfort and pleasure in flight.

We relax in the restfully contoured seats, (*four abreast in the First Class cabins aft; five abreast in the forward Tourist Class sections*). Individual seat light, fresh air vent, ashtray, seat adjustment and stewardess call buttons, are within easy reach. A convenient tray folds down from the back of the seat ahead.

Adjusting our seat belts we prepare for take-off as the folding stairways retract into their special sections within the aircraft and the doors close. The big ROLLS-ROYCE engines are started and we taxi to the airstrip. Take-off is short and smooth; the climb out is swift. In a matter of minutes we reach cruising altitude (*20,000-25,000 feet*) and the powerful Tynes are throttled back to a whisper. Quiet engines and expertly devised cabin insulation make conversation possible in normal tones. The cabin temperature is comfortable at all times as the air-conditioning system provides a complete change of pressurized air, heated or cooled as required, *every 2½ minutes*.

Four fully-equipped washrooms are provided; two in the centre section of the aircraft and two at the rear of the aft cabin. There is also ample wardrobe space.

As our VANGUARD speeds in its flight, at seven miles a minute, our cabin



The VANGUARD is powered by four  
ROLLS-ROYCE TYNE turbine propeller engines,  
each developing over 5500 h.p.

attendants are alert to see to our comfort. From the two ultra-modern galleys, delicious hot meals and between-times, tasty snacks are served. (*On Southern Services, where liquid refreshments may be served, trolleys will function as well-stocked mobile bars.*)

Serenely unconscious of our speed in the quiet air at 25,000 feet—far above most variations of weather—the announcement over the public address system that our destination is just ahead, comes as a surprise and we fasten our seat belts. The landing of our big bird is gentle and smooth and a few minutes later we are parked at the terminal. The doors open, our airsteps unfold and reach for the ground—we are earthbound once more but now with a difference. We have 'previewed' TCA's VANGUARD super-service and have found it a most pleasurable experience!

We hope you will be among the thousands of air travellers who in the months ahead, will find opportunity to personally preview the big, fast VANGUARD as it establishes new standards of swiftness, smoothness, comfort and quiet in turbo-prop flight on TCA's domestic routes and trans-border services. We are confident that you'll like the VANGUARD!

NOTE: Further VANGUARD information in this issue:  
'Air Currents,' page 10; 'TCA's All-Turbine Fleet—A Comparison,' Pages 14-15; 'Where TCA VANGUARDS Will Go Into Service,' see outside back cover.

## **TCA VANGUARDS GO INTO SERVICE IN 1961:**

- between Montreal and Vancouver -  
flights serving Montreal, Ottawa,  
Toronto/Hamilton, Winnipeg, Regina,  
Saskatoon, Edmonton, Calgary,  
Vancouver
- between Montreal and Bagotville,  
Sept Iles
- to the Atlantic Provinces - Montreal,  
Saint John (N.B.), Moncton, Halifax,  
Sydney, Stephenville, Gander,  
St. John's (Newfoundland)
- on Canada-U.S.A. routes -  
Montreal-New York, Toronto-New York,  
Toronto-Chicago
- to and from Florida, Bermuda, Nassau  
and the islands of the West Indies



**TRANS-CANADA AIR LINES**



**AIR CANADA**