ABOUT BUSH FLYING THE HARD WAY

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aircraft returns to base each evening but when you leave base for a long trip (it is not unusual to have trips lasting three months to the Ungava Bay district or to Labrador) it is necessary to have a good kit. A hole might be caused the first week out on a job and an aircraft can't be ferried 1,000 miles or more just to stop a leak in a float.

Holes or rips are usually caused by the aircraft pounding on a rock on shore or by hitting an unseen rock coming up to a strange shore with the water ruffled by wind. The pilot usually circles the lake and inspects the shores and lake for rocks before landing.

Business is usually commenced in the spring by visiting the D.O.T. weather stations and bringing them their first mail and fresh food for nearly two months. Land surveyors, geologists and prospectors with their supplies and canoes are also then flown to various lakes in the north. The geologists and prospectors who will work in the comparative southern positions of the north arrive first and then about the end of June the men that will work in the Ungava district or in Labrador start arriving. These men will prospect for iron and for other minerals that might be in the area. A great deal of flying is also done for the Hudson Bay Co.

For freeze-up change-over or for other reasons, float-shod bushplanes sometimes have to waddle ashore. It's done with wheel attachments as shown here. The author, an air engineer, perches on top of the Norseman in his Sunday best . . . looks like white tie and tails, in fact.

When you operate at far bases for long periods, gas is ferried to you, either once a week or when needed, by another aircraft. Gas may be brought to Fort Chimo in Ungava or to Goose Bay in Labrador by boat and flown to the necessary caches from there but most of our gas was brought to us direct from Roberval in our Canso. This service works out well and is much better than depending on boats because fresh supplies may be had on very short notice. Thus there is never a hold-up for lack of gas.

These gas trips allow the customer greater freedom if he feels that he would like to extend his flying. This also aids the customer by giving him an opportunity to get mail in or out, fresh supplies, to send out samples of rock, or to have men brought in or sent out in case of sickness, etc. Also, it enables the operator to maintain fresh gas stocks, which means better results from the engine.

Handling of aircraft on the water is a sign of the skill of a bush pilot. Technically there is nothing to it on a calm day with a nice sandy beach but when you get winds, gusts coming from changing directions, waves, rocky, strange shores lined to the edge with trees, it's an art to drop or pick up passengers without getting too wet or without damaging anything.

At Fort Chimo, in Ungava Bay, the job is doubly difficult because of the tides, combination of river current and high waves. The landing area is open to the bay and when you get a combination of a heavy chop (caused by conflicting current, wind and tide) and a swell, it takes a good pilot to handle the aircraft. Sometimes the

DEFENSE PRODUCTION BUYING

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Canadian Car & Foundry Co. Ltd. (Aircraft Spares)	50,193
Canadian Pratt & Whitney Aircraft Co. Ltd., Longueuil (Aircraft Spares)	30,570
The de Havilland Aircraft of Canada, Toronto (Repair of Aircraft Spares)	227,271
Found Brothers Aviation Ltd., Toronto (Aircraft Parts)	165,000
Irvin Air Chute Ltd., Fort Erie (Parachute Parts)	45,943
MacDonald Bros. Aircraft Ltd., Winnipeg (Aircraft Spares)	351,217
Ontario Hughes-Owens (Aircraft Optical Instruments)	13,762
Railway & Power Engineering Corp., Montreal (Aircraft Spares)	23,350

Period—April 16-30/51

Abercorn Aero Ltd. (Aircraft Parts)	12,364
Aviation Electric Ltd., Montreal (Aircraft Spares)	10,953
Babb Company of Canada, St. Johns, Que. (Aircraft Spares)	81,899
Campbell Steel and Iron Works, Ottawa (Aircraft Parts)	10,723
Canadair Limited, Montreal (Aircraft Spares)	30,377
Canadian Car and Foundry, Montreal (Aircraft Parts)	138,337
Canadian Pratt & Whitney Aircraft, Longueuil (Aircraft Spares)	142,055
Canadian Wright Ltd., Montreal (Aircraft Parts)	10,000
The de Havilland Aircraft of Canada Ltd., Toronto (Aircraft Repair)	233,057
Jeffree & Jeffree Ltd., Vancouver (Aircraft Repair)	20,410
J. W. Lawrence, Montreal (Airrcaft Parts)	21,848
MacDonald Bros. Aircraft Ltd., Winnipeg (Aircraft Parts)	19,828

Period—May 15-31/51

Abercorn Aero Ltd. (Aircraft Parts)	$ 50,000
Aircraft Industries (Aircraft reconditioning)	300,000
Aviation Electric (Communication Equip., etc.)	45,798
Babb Co. Canada Ltd. (Aircraft)	664,125
British Aeroplane Engines (Repairs)	1,135,000
Canadair Ltd. (Aircraft Reconditioning)	210,000
Can. Pratt & Whitney (Repairs & Parts)	64,211
The de Havilland Aircraft of Can. (Parts and Reconditioning)	779,927
Fairey Aviation of Canada (Spares & Tools)	240,392
Irvin Air Chute Ltd. (Parachutes & Parts)	900,329
J. W. Lawrence Canada Ltd. (Parts)	12,000
MacDonald Bros. Aircraft (Mod. Kits & Electronic Equipment)	230,000
A. V. Roe Canada Ltd. (Parts)	14,735
Rolls Royce Montreal (Parts)	295,506
Rotax Canada Ltd. (Parts)	18,625
Standard Aero Engines (Aero Engine Repairs)	33,000
Visco Petroleum Products (Oxygen Apparatus)	13,437

Period June 1-15/51

Abercorn Aero Ltd. (Aircraft Parts)	25,739
Aviation Electric Ltd. (Parts & Overhaul)	831,082
Can. Car & Foundry Co. Ltd. (Parts & Repairs)	19,506
Can. Pratt & Whitney (Engine Repairs)	3,250,000
MacDonald Bros. Aircraft Ltd. (Parts)	53,975
Northwest Industries Ltd. (Aircraft Reconditioning)	140,000
A. V. Roe Canada Ltd. (Parts)	272,435
Rolls Royce Montreal (Engine Spares)	13,379
Ross Smith Co. Ltd. (Targets & Aircraft Covers)	559,760

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