

Met Course

The DoT has instigated a development program to give university graduates interested in becoming meteorological specialists, additional training in maths and physics. The first of these summer school courses will be completed in mid-September, according to DoT officials, who point out that many university students have insufficient training in these two fields, insofar as meteorology is concerned.

Carleton College was selected for the initial course, which has an enrollment of 10 students. It is expected that next year other universities will join in this type of program to supply the trained personnel needed by the Department's expanding meteorological services. Applicants on the present course have been taken on as employees of the DoT and receive a salary of \$300 per month plus their tuition. Upon the completion of their course they become meteorological officers at an advanced salary and receive additional training at Toronto before being assigned to duties.

Tight Fisted

The U.K. has been accused of being tight fisted in its approach to aviation development by Canadian-born author and test-pilot-turned-writer Bill Waterton in his recent book, "The Quick and the Dead."

The principal theme of Squadron Leader Waterton's book is that pilots should be supplied with "not a 50 per cent aircraft, but at least a 90 per cent one". According to S/L Waterton, the British aircraft industry is turning out new aircraft which are only a little more than half the aircraft they should be.

The main reasons for Britain's "failure", he states, are: "The smugness of firms whose initiative has been destroyed by safe government contracts; dilatory and inefficient methods and lack of proper organization; a failure to understand development work; lethargy on a general tight-fistedness in the wrong direction which, among other things, prevents the industry from obtaining, and retaining, the best brains available. As things stand, no one at sufficiently high level anywhere has had the guts to stand up and call the cards. . . ."

In 1950, S/L Waterton came to Canada to carry out the first test flights on the prototype of the CF-100, about which he has some kind words. Says he: "The CF-100 has been for many years the West's top night and all-weather fighter. Though new airplanes, such as the Javelin, are superior in climb, speed and ceiling, it will still have many years of useful life ahead.

"No other night fighter has its range, and it can undertake night interception and intruder roles beyond the capability of other fighters which have a drastically limited range in order to gain in rate of climb. Canada can take great credit for the CF-100. It had its setbacks, but no more than many others and less than most."

S/L Waterton, after a distinguished wartime career as a fighter pilot in the RAF, joined Gloster as a test pilot, becoming chief test pilot in 1947. He held this position until 1954, when he resigned to become aviation correspondent for the Daily Express in London. Born in Alberta, he is a graduate of RMC.

Nylon Belt

Full approval has been given on the first Canadian manufactured nylon safety belt, now in production by Leavens Bros. Ltd., Toronto. The belts, which conform to Technical Standard Order TSO-C22B, were subjected to a 3,000 pound test by the National Re-

search Council and subsequently approved by the DoT. The new belts come in colours of red, blue, black and silver-grey, and will retail at \$6.95 each.

1,000 Cessna 172's

The sale of the 1,000th tricycle-gear Cessna 172, just eight months after the model was first introduced in November of last year, has been announced by Cessna Aircraft Co., Wichita, Kansas.

Slippery Operation

Canada's first lithium grease plant to produce on a continuous basis went into operation in June at Surpass Petrochemicals Ltd., Scarborough, Ontario. The plant, a Votator Grease installation, was designed and built by Girdler Co. of New York. The maximum capacity of the new plant is 26,000,000 pounds of lithium grease per year on a day and night production basis.

The effectiveness of lithium grease over a wide temperature range and its resistance to water and corrosion have made it a base for many commercial greases used in the aircraft industry.

HELICOPTERS

(Continued from page 49)

able in three to five years. Larger aircraft of the 40-50 passenger category are in current development, it was stated, and could be made available about five years after a decision was



JAVELINS ON THE JOB: The first Gloster Javelins have gone into squadron service with the RAF. Shown are Mark I versions with which No. 46 Squadron of the RAF is replacing its elderly Gloster Meteors. The all-weather Javelin Mk. I is armed with four 30 mm Aden cannons. Power is by two Armstrong Siddeley Sapphire 6's developing 8,000 lb. st. th. each for take-off. The Javelin has a span of 52 ft. and a length of 57 ft. A crew of two is carried.