

National Soaring Champ

Gordon Oates, last year's winner of the Canadian National Soaring Contest, made it a repeat performance in 1958. It was the tenth annual renewal of the Canadian classic for sailplanes, and was again run at the Southern Ontario Soaring Association's Brantford airfield. Oates, an Avro Aircraft stress engineer, was flying his own British-built Skylark 3.

At the end of the two week competition held in August, the four top contenders were: Mario Overhoff, of Quebec, winner of the first week; Gordon Oates, winner of the second week; Charlie Yeates, and Jack Ames. Although the fly-off was scheduled as the best of three events, bad weather precluded more than one. According to a rule agreed upon previous to the fly-off, in event of bad weather the winner of those events flown would be declared champion.

On August 18, Gordon Oates missed becoming the first Canadian to achieve soaring's most coveted rating, the Diamond C, by 6 miles. A two-Diamond holder now, (it is necessary to attain Diamond qualification in three different task events), Oates landed some 306 miles away from his Brantford starting point. His third Diamond requirement is a free distance flight of 312 miles. While competing at the world gliding championships at Leszno, Poland, this year, he made a flight of 296 miles, only 16 miles short of the required distance.

Lifesavers

Lund Aviation (Canada) Ltd. has been appointed exclusive Canadian distributor of the Winslow Self-Inflating Air-Sea Rescue Life Raft, described as being light, compact and inexpensive, and designed for use in aircraft or boats. The raft is made by The Winslow Co., Venice, Florida.

Canadian Fighters Sold

Nearly 100 ex-RCAF and RCN fighters have been sold by the Crown Assets Corp. to J. H. DeFuria and F. J. Ritts, of Dewitt, N.Y., for an undisclosed sum. The deal covered some 60 Mustangs and 40 Sea Furies which, in their time, were the fastest piston-driven fighters in the world.

The Mustangs were flown by RCAF Reserve fighter squadrons up

until late 1956, while the Sea Furies came out of active service with the RCN about the same time.

Eventual destination of the fighters is a closely held secret, but speculation has it that some will be going to the Middle East, while others will wind up in South America.

New Whittaker Office

E. E. Whittaker, electronics manufacturers representative, Arnprior, Ont., has announced the opening of an office to serve central and western Ontario. The office will be under the management of J. F. Scammell, 12 Glenmorris Drive, Dundas, Ont. Mr. Scammell has spent several years with CGE on the Pinetree project, and latterly with Canadian Westinghouse.

A Legal Murder?

A Toronto aviation lawyer, A. R. Paterson, speaking at the Canadian Bar Association's recent annual convention posed the question: If someone committed a murder aboard a Canadian airliner over the high seas, could he be brought to justice by Canadian law, or could he escape the hangman's noose?

Since the Criminal Code of Canada does not apply to crimes committed in Canadian aircraft while they are crossing the oceans of the world, Mr. Paterson says: "I believe the killer would get off scot-free."

He proposed the resolution to the CBA's air law section: "... that the Criminal Code of Canada be extended to apply to Canadian planes while

they are over the high seas, or territory that is not claimed by any other country; such as parts of the Antarctic."

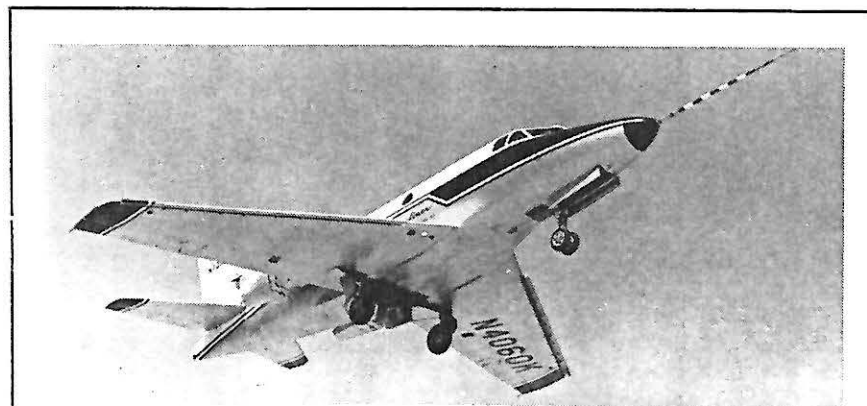
At the present time, Canadian laws apply only to Canadian aircraft when they are flying over land where Canada has sovereignty. Even a simple case of theft of a wallet could be a knotty legal problem for the authorities if it was stolen over the ocean. The speaker also suggested that aircraft captains be given the same powers of arrest as sea captains.

Lake Erie Survey Complete

Final maps were delivered recently for the first Shoran-controlled offshore airborne magnetometer survey to be made in Canada. The survey was made by Canadian Aero Service Ltd., on behalf of Canadian Kewancee Ltd., who are currently exploring for oil and gas beneath the waters of Lake Erie. The aerial survey was completed early in 1958 and covered an area of 1100 square miles.

Aircraft used for the survey was a DC-3 which operated out of Windsor. Two Volkswagon trucks specially equipped with Shoran gear and masts, functioned as ground Shoran stations. They were parked at exactly known positions; both Shoran stations transmitted and received pulses from the Shoran unit in the aircraft. Use of this Shoran equipment enables the aircraft's flight path to be determined to within plus or minus 50 feet.

The final maps were compiled to show contours of the earth's magnetic field, and have been interpreted by Canadian Aero's geophysical staff to indicate areas of structural interest



SABRELINER FIRST FLIGHT: New twin-jet utility trainer and transport, North American Sabreliner, is shown on its first flight, Sept. 16. Capable of carrying up to ten persons, Sabreliner has 15,330 lb. gross weight. Powered by two GE J-85 turbojets, the transport cruises at 500 mph at 45,000 ft., with cabin pressurized at 8000 ft. Length, 43 ft.; span, 42 ft.; height, 16 ft.