

The NEWS

FEBRUARY

CANADIAN AVIATION

1952

USAF and RCMP To Train In RCAF Arctic Survival

Ottawa — Members of the RCMP and the USAF will be trained in survival techniques by the RCAF at the Air Force School of Survival, which has been in operation since the winter of 1948-49, Air Force headquarters has announced.

For the time being a total of five RCMP pilots and engineers and an indefinite number of USAF personnel will go through the rigorous northern school, held at Obed Lake, 165 miles west of Edmonton, and at Cambridge Bay, 200 miles inside the Arctic Circle, on Victoria Island.

The school is designed to train men who fly over the Northland in the art of surviving if forced down. The school attempts to duplicate the severe conditions that would be encountered by a crew forced down in the bush or on the Arctic barrens. Training is designed to accomplish two main objectives, to rid personnel of their fear of the Arctic and to teach them to take full advantage of the north country's limited resources.

Survival students are given three days theory and then desert their heated classrooms for the bush near Obed Lake, where they begin to put into practice what they have learned from books and lectures, living and working under the watchful eye of skilled instructors. Each man is dressed in suitable bush clothing and takes with him a sleeping bag and items normally carried in the emergency kit of an aircraft flying over the north. A small number of firearms are issued, to be used collectively.

After five days at Obed Lake, the trainees return to Edmonton and are then flown to Cambridge Bay, where they remain for a week. The routine is similar to that at Obed, except that Arctic conditions prevail in place of those of the northern bush land. Having learned to build a bush shelter, the trainees now learn how to build snow houses and what is more, to sleep in them comfortably. Students live in the open during the entire course.



HEADS DDP AVIATION — E. V. Rippingille who has been appointed director of the Aircraft Division, Department of Defense Production. Mr. Rippingille is president of General Motors Diesel Ltd., London, Ont., and has been loaned to DDP. He succeeds A/V/M Frank McGill.

Discount Speculation On Avro's Delta Plan

A speculative press report that Avro Canada plans to manufacture the Avro 707 delta-wing fighter was discounted by Crawford Gordon Jr., president of the company, and by defense production officials in Ottawa. Actually the 707 is not a production fighter, being an experimental type to test the flight characteristics of the delta wing.

It would not be surprising however, if Avro Canada were thinking in terms of delta designs for the future since this appears to be a logical trend.

In a recent issue of the company paper, Avro News, the president stated:

"Other difficult assignments on more advanced aircraft and engine projects have been given to us."

Russell Resigns From DDP Post

J. J. Russell has resigned as director of the aircraft division of the Department of Defense Production and has returned to private business. He is president of Central Agencies and Consultants Ltd., an Ottawa construction and engineering firm.

Comet Blazes Trail London to Karachi

A Comet jet airliner, blazing the trail for BOAC's passenger service to be inaugurated soon, flew from London to Karachi, a distance of 4,350 miles, in 10 hrs. 37 min. flying time. The 2,235-mile London-Cairo stage was covered in 5 hrs. 28 min.

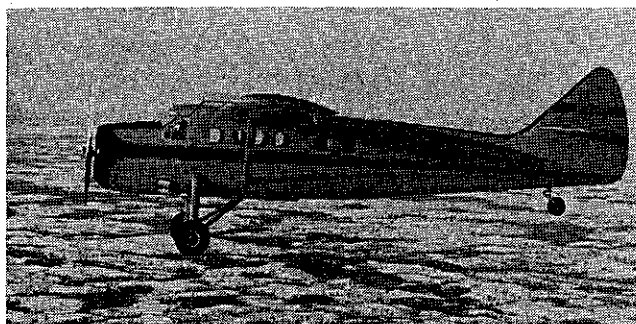
Ghost Overhaul Base To Be in Australia

Hatfield, England.—A Ghost overhaul base is being set up by the de Havilland Company at Bankstown, near Sydney, in anticipation of the introduction by Canadian Pacific Air Lines of Series 1 Comets on the Sydney, Auckland, Fiji and Honolulu section next year. The military Ghost engines of the Sea Venoms recently ordered for the Royal Australian Navy will also be overhauled there, and the manufacture of spare parts will be undertaken.

The setting up and later the organisation of the establishment are to be supervised by Mr. W. Isbister, manager of the engineering department of the Australian de Havilland company.

Uplands Development Showing Progress

First of three stages in construction of the 25,000-ft. main runway at Uplands airport, Ottawa, has been completed as well as a new 8,000-ft. runway it is reported by the Dept. of Transport. The expansion program, which will make this one of the largest airports in North America, will cost about \$6.5 millions. The enlarged airport will be used by the RCAF Central Experimental and Proving Establishment as well as the Flight Research Section of the National Aeronautical Establishment, and two RCAF fighter squadrons. Civil air traffic will continue to use the airport. Area of Uplands now is 4,539 acres.



OTTER DEMONSTRATED — Before an audience of government and air industry leaders, the new de Havilland Otter bushplane made its official debut with an impressive flying demonstration at Downsview airport near Toronto in mid-January. The take-off and landing characteristics of the Otter startled the visitors. The Otter has close to double the payload capacity of the Beaver with comparable performance. The landplane payload (at provisional gross weight of 7200 lb.) with 500 miles range, will be 2175 lb. The take-off over a 50-foot obstacle at full gross load, zero wind, is 1,000 feet. Initial rate of climb is 1,050 feet per minute.