



These scenes from the National Air Show flying display were photographed by Aircraft Photographer David K. Galloway. At left, high speed of Sabres as they pull out of their dive is indicated by wingtip condensation trails. Above, Avro Canada's Jetliner makes a speedy pass.



Above, size of crowd is evident in this photo showing a de Havilland Heron I making its flypast. Attendance at this year's event was estimated at approximately 100,000. Show was blessed with perfect flying weather. Below, another de Havilland product, an Otter on floats, struts its stuff.



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The Fourth National Air Show

THE YEARS roll by and with each one comes a new edition of what is now recognized as an established event — the National Air Show. This year's production, the fourth*, was superior to its predecessors in a number of ways, yet the shortage of new types in the flying display caused a lack of freshness that was regrettable.

This, of course, is not the fault of the sponsors (the City of Toronto) or the producers (the Toronto Flying Club), since Canada's Aircraft Industry is still some distance from the stage where it will be producing a fresh batch of new types each year. Thus, it is difficult to avoid there being a certain sameness to each year's aerial display. Jaded air show devotees might be somewhat more appreciative if the event were held at two-year intervals, an unlikely prospect as long as the public is eager to stream into Exhibition Park in numbers estimated this year at 100,000.

Combined Operation: Held this year on June 12, the National Air Show followed hot on the heels of the Canadian International Trade Fair, which for the first time featured an aviation section. The Trade Fair was open from May 31 to June 11, but the aviation section did not close its doors until an additional day had passed, thus making it possible for visitors to the National Air Show to view the static aviation exhibits.

This phase of the National Air Show showed a marked improvement over the efforts of earlier years, when ground exhibits were limited in numbers and variety. Nearly 50 companies directly or indirectly associated with Canada's Aircraft Industry had booths in the CITF's aviation section, which was compact in physical size, but wide-ranging in scope. The exhibits represented a good cross section of the aircraft industry and featured a

number of outstanding displays. A selection of photographs taken of these displays (most of them by *Aircraft Photographer Dave Galloway*) appears on the next two pages.

For the aerial display, there was ideal flying weather. Skies were mainly clear with a high haze that greyed the wide blue canopy forming the backdrop for the jet aerobatics. A light-to-moderate east wind was blowing directly along the lakefront, keeping the spectators pleasantly cool without hindering the flyers.

Visiting Firemen: The flying program, basically military, included visiting aircraft from the USAF and the USN (Lockheed PV-2 Harpoons). Unlike the previous year, the Canadian Army did not participate, and the RCN's role was restricted to flypasts by Harvards and Avengers from the Toronto reserve squadron, VC 920.

The USAF contribution was an interesting one, comprising six F-86D all-weather Sabres (with afterburners) and a Boeing B-47 Stratojet. The F-86D's are rarely seen in Canada and this group put on a crackling display of formation and solo aerobatics. A demonstration of afterburner performance was slated, but either the aircraft was too far away when the pilot cut in his afterburner, or else the demonstration laid an egg, because we noticed none of the side effects that they tell us are usually associated with afterburning (shattering noise, terrifying flames from the tailpipe).

The B-47 held all eyes, flying about in normal flight configuration, and later making a pass with everything down. The term "everything down" has more than usual significance with the B-47, for even in normal configuration, it has six podded jets dangling under the wings from four struts (two double pods, two single ones). To this array add the tandem main gear in the fuselage, the two spindly outriggers, and a generous area of flap-page, and the result gives a clear impression of a medieval dragon in full flight. We should think that a burst of the built-in Jato units while the B-47 is in this odds-and-ends state would make the most courageous MiG turn tail and flee in terror.

Good Flying: Aerobatic displays by RCAF aircraft included solo and formation flights in Vampires, CF-100's, Sabres, and T-33's. The flying was of a high order with the aircraft frequently disappearing into the high blue as they turned end-on to our line of sight and merged into the haze. Then just as suddenly some distance from where they had disappeared, a silvery twinkle would mark their return to view. The twinkle would become a flash, the flash would momentarily become a formation of aircraft, then be gone once more.

Avro Canada's Jetliner made a welcome appearance, letting everybody know that it was still airworthy. (We wonder what will be the eventual fate of this pioneer aircraft? (Another Avro Canada participant was the Lancaster flying test bed, which is equipped with the customary Merlins at the inboard positions, and Orendas outboard. This aircraft flew by, with both props feathered, on the turbojets alone.

Civil aircraft taking part included de Havilland's Otter, Dove, and Heron I. The Otter demonstrated its unusual landing and take-off performance from the lake, right in front of the crowd. The flypast of civil aircraft was led off by a Beaver, which was followed by a Dove (flying on one engine), the Helio Courier, two or three Navions, the Mooney Wee Scotsman, a float-equipped Cessna 180, a Twin Beech, and the Piper Apache (also flying on one engine).

Feature Act: The flying display was wound up with a sparkling session of CF-100 aerobatics by Avro Canada's Jan Zurakowski, who rounded out the usual repertoire of manoeuvres with a few spins.

An added feature of this rather full day of aviation activities, was the Imperial Oil-sponsored Governor General's Trophy Race, a handicap cross country contest which begins and ends at Toronto's Island Airport. This year's winner was Art Webster, who flew an Ercole. Final event was the National Air Show banquet, at which General J. H. (Jimmy) Doolittle was guest speaker.

*The Toronto Flying Club's "Contact", refers to this year's event as the third National Air Show. However, our count is still four, with the first one having been held at Malton Airport in September, 1951, and the following three having since taken place at Toronto's Exhibition Park in 1952, 1953, and 1954.