

NEW COMMERCIAL COURSE APPROVED

SCHOOLS TO HAVE TWO PLANES, CLASS I OR II CFI
60 HOURS IN APPROVED COURSE, MINIMUM TOTAL 150

An "approved course" for commercial pilots, to include 30 dual and 30 solo hours in addition to prior qualifications for a private license and a minimum total of 150 hours' flying, has been announced by the Dept. of Transport.

This special course, which reduces the commercial license requirement by 50 hours flying, must be taken at an approved club or school. Such approval is to be obtained by application to the local district controller of air services. Following are the requirements for an approved club or school:

1. A Class "C" operating certificate valid for night and day.
2. A chief flying instructor with Class I or Class II rating valid for instrument flying instruction.
3. At least two aircraft must be available for training.

There must be adequate provision for night and instrument flying training, including two-way radio. The instrument training aircraft must have: a. Airspeed indicator; b. Sensitive altimeter; c. Turn and bank indicator; d. Compass; e. Directional gyro.

4. Adequate lecture room accommodation must be provided.

5. A certificate of enrollment for each trainee must be submitted to the district controller.

6. On completion of training, the club or school must submit a "course report."

7. Duration of the approved course shall not exceed 12 months.

AIR TRAINING—The approved course of commercial pilot training shall consist of a minimum of 60 hours of flying training as follows:

A. Dual Flying—30 hours:

8 hours—Advanced instruction directed at the improvement of general flying ability and skill of the trainee including cross-country as necessary.

20 hours—Instrument flying including elementary radio range flying and orientation procedures. (Note—A maximum of five hours' Ling Trainer time may be sub-

stituted for instrument air time.)

B. Solo Flying—30 hours:

25 hours—General practice and cross-country including one flight of 300 nautical miles with two landings.

5 hours—Night flying.

Note — The times shown above are minimum. When trainees enroll with less than 90 hours of flying experience, (Continued on page 83)

Output 70 Planes a Month ✓ Estimate by C. D. Howe

Specific aircraft production estimates were made public by Rt. Hon. C. D. Howe in the House of Commons in the following statement:

"We are now in production on the **F-86E** at Canadair. We have arranged for government-furnished equipment at the rate of 20 planes per month; and it is expected that over the next few months that figure will be the production output of the plant

"As soon as our own jet engines are in quantity production and as soon as the supply of gfp (government-furnished property) can be had in greater volume, that production figure can be stepped up to 50 planes a month if required.

"At Malton the **CF-100** is coming into production. It is expected that production there will be stepped up to 20 planes a month. Offhand I cannot tell just what month the first plane will be off the assembly line. The Canuck is expected to be powered with the **Orenda engine** which has now been thoroughly flight-tested and which will be in

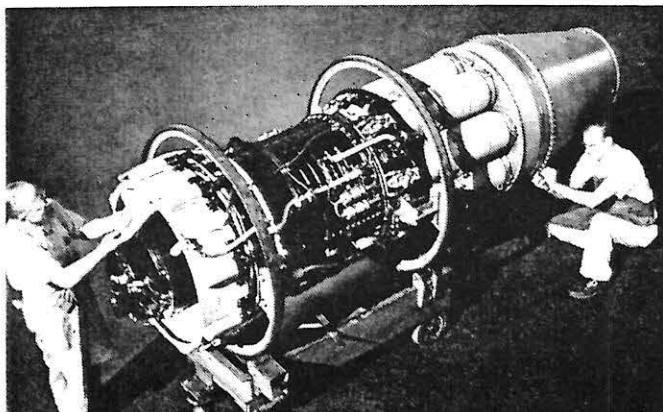
quantity production by midsummer.

"An agreement has been entered into to produce **Harvard trainers**. One thousand of them are to be produced for Canadian account and it is expected that a substantial order will be added to that number for the United States account.

"The Harvard is powered with the **Wasp engine**. Preparations are being made to produce the Wasp engine in Canada so that everything to do with the Harvard aircraft will be a Canadian product.

"Recently a competition among plane manufacturers has resulted in the de Havilland company submitting the successful prototype and a substantial order for **Beaver aircraft** is being placed by the U. S. Government with the de Havilland company.

"Arrangements are being made for the production of **aircraft accessories** in this country. We are stepping up the production of magnesium castings and a great variety of products that go into the **Orenda engine**, into the **CF-100** and into the other aircraft that I have mentioned . . ."



PACKARD TO BUILD J-47—This is the General Electric J-47 turbojet (which powers the Sabre). It will be built on license by Packard Motor Car Company in the Detroit area, to supplement GE production.