

# Voice of the Reader



## Letters to the Editor Expressing Readers' Viewpoints

### The Color Blind Pilot

Sir:

I am writing this letter in hope of myself and other fellows in my condition. When I was 14 years old, I had my first airplane ride, well that got me started. Ever since then I have gone down on Sundays and holidays helping here and there so as to be around planes.

The first summer with Central Airways I helped put passengers into aircraft, washed windshields, cleaned aircraft and did other odd jobs around the airport. Finally, in two years, I had enough credit to take flying lessons. I was able to solo in seven hrs. and 20 minutes. As soon as I soloed, my credit had finished. I started to continue working for flying time when I decided to have my medical. I took my medical without knowing I was color blind.

I have tried time and time again to see if they could give me some sort of special permit so I could fly solo. Right now, I still work for Central Airways as an apprentice engineer

and Link instructor. I love my job although I have to work 13 hours daily.

However, it is very difficult watching other fellows flying and having to be content just watching them. Why could there not be a special flying permit for those who are color blind. The license could have an endorsement restricting the pilot to radio-controlled airports or those, like Barker, without a control tower. The license also could be limited to day flying only.

Furthermore, there seems to be no logical reason why color blind pilots should not be allowed to fly on floats as there is no signal-light traffic control for this type of flying.

Jim Di Cecco  
Island Airport  
Toronto

### First "Approved" Commercial

Sir:

You might be interested in the fact that Claude Castonguay of Montreal, age 21, is, we believe, the first Canadian to complete the 60-hour approved

course for commercial pilots. Claude commenced his Commercial training April 14, 1951 and completed June 11, 1951. The entire course was completed in 58 days.

Claude is presently employed by Trans Canada Air Lines and hopes to join the next class of first officers on the scheduled line. He has held a valid private license since 1948 and started learning to fly at the age of 17. He took his approved commercial course with Laurentide.

Laurentide Aviation Limited  
Don Scholefield.

### Comment from Sweden

Sir:

Canadian Aviation is indeed always a welcome visitor here, but I hope you will permit me to tell you that the April issue was read with special interest. The articles by Mr. Kristiansson on our system and by E. F. Clendenan on "Coastal Flying in Norway" were agreed by all here to give fair and comprehensive descriptions of real reader interest. This impression was shared by the management of this company.

Scandinavian Airlines System  
H. Bierberg  
Stockholm, Sweden

### Champion Spotter

Sir:

Canadian Aviation readers will be interested in knowing that I am recognized as the World Champion at recognizing aircraft from pictures by the Royal Canadian Flying Clubs Association.

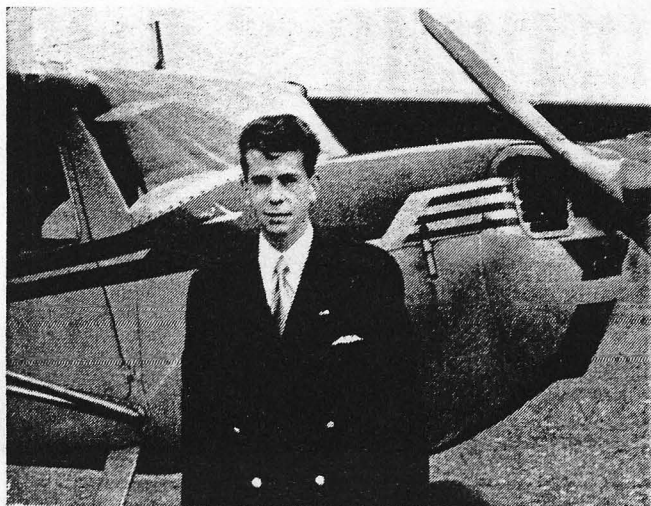
By the way, on page 40 of your June issue, you show an aircraft being refuelled which you say is a Norseman. For your information, that plane is a Stinson Reliant, SR-9 series!

Rene Charette,  
Aviation Consultant,  
213 Besserer Street,  
Ottawa 2, Ontario.

### FAULT ANALYZER

A fault analyzer for indicating and locating faults in the a-c electrical system of the Avro Canada Jetliner has been developed by J. C. Clemenson, of the company. There is a lack of suitable air-borne equipment of this type in the United States and Canada.

The analyzer incorporates a bank of warning lights or indicators which are mounted on a control panel. These are actuated by electro-magnetic relays which are so connected in the electrical system that they not only indicate any fault due to overvoltage, voltage failure, or overload, but also indicate the section in which the fault has occurred.



Claimed to be the first student to complete the approved course for commercial pilot training, 21-year-old Claude Castonguay took his training at Laurentide Aviation.