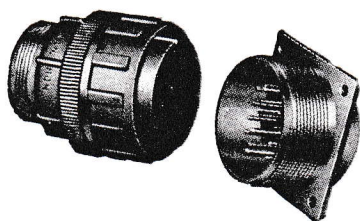
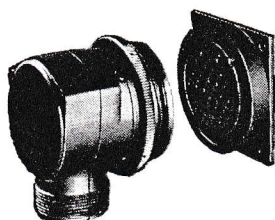


CANNON PLUGS

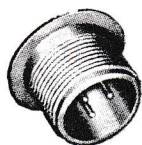
*the highest quality
and greatest variety
for the instrument industry*



AN Originally designed for Army-Navy Specification requirements. Now used widely for instruments. Connects and disconnects by screw action of threaded coupling ring. Made in 2 plug types—3 receptacles with variations and accessories, in 15 shell sizes and more than 200 insert arrangements.



K Light weight, aircraft type connector ideal for many instruments. Connects and disconnects manually. Is held together by Acme thread coupling ring. Made in 7 shell types in 8 different diameters and more than 190 insert arrangements.



GS Hermetically sealed by use of glass fused to shell and contact, both machined from cold rolled steel. Made in 2 shell types—10 diameters and currently having 30 layout arrangements. Additional arrangements are being designed.



**CANNON ELECTRIC
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provincial budget the Gasoline Tax Act is to be amended. In future the tax will not be collected and refund claims will no longer be required.

2,250,000 Mile Record

More than two and a quarter million miles have been logged by aircraft of the Saskatchewan Air Ambulance Service since its inception ten years ago. From a small beginning with \$75,000 invested in one Norseman aircraft, and a pilot-nurse team, the service has carved a colorful page in the history of Saskatchewan. It now operates four Cessna 195's and a Beech 18 and employs four pilots and four registered flight nurses. A total of 2,254,217 miles has been flown since February of 1946.

The service charges \$25 a patient and \$10 a passenger, regardless of distance within the boundaries of the province. If the trips extend beyond the provincial borders, the cost is 35 cents a mile for patients, seven cents a mile for passengers.

White Rock Airport

The DoT is prepared to spend \$750,000 towards clearing and constructing runways at the proposed White Rock, B.C., airport according to DoT representative A. C. Wilson. The department is also prepared to advance an additional \$100,000 towards the construction of the administration buildings. The new airport has been suggested as an auxiliary to the Vancouver International Airport.

Steel Skin

The possibility of a steel skin for supersonic aircraft has been proposed by R. L. Lickley, Chief Engineer for Fairey Aviation Co. Ltd., following the recent record breaking flight of 1,132 mph in the F.D.2 "Droop Snoot" airplane.

British designers are actively studying ways and means to surmount the so-called heat barrier. The heat generated by a fast-flying aircraft increases in proportion to the square of the speed. Flying at 50,000 feet, where the temperature is -57°C ; an aircraft flying at Mach 2 (1,320 mph at that height) would reach a temperature of about 112°C ; at Mach 3 (1,980 mph), 330°C ; and at Mach 4 (2,640 mph) 640°C .

At the present time the scientists are working on the evolution of a metal which will withstand great heat without losing its properties. Titanium is

best at speeds below Mach 3.5 at 36,000 ft. (about 500°C .) while at greater speeds, steel gains the preference.

New Weather Stations

After three months of daily operation the new DoT meteorological station at Sachs Harbour on the south-west coast of Banks Island, situated at the most westerly point in the Canadian Arctic Archipelago, has proved to be of considerable importance in providing advance information on the weather sweeping down from the north-west into central Canada and the United States. These observations supply meteorological information for an area that was a blind spot in the Western Arctic.

The new weather observing and rawinsonde station went into operation on November 1, 1955. During January this station achieved a perfect record of reporting upper atmosphere conditions twice daily for every day of the month to heights exceeding 50,000 feet. This was done during a period of high winds and temperatures dropping at times to 50 degrees below zero and lower.

Canadian Office

Ronald W. Price, district sales manager for C. P. Clare & Co., has announced the opening of a Canadian branch sales office by the Chicago firm. The office is located at 659 Bayview Ave., Toronto 17, Ontario. Mr. Price was formerly with Measurement Engineering Limited.

Limited Visibility

Claiming that the limited cockpit visibility available to pilots, particularly in airliners and other large airplanes, is a major factor in mid-air collisions, the Aircraft Owners & Pilots Association, Washington, D.C., has petitioned the CAB to set up specific, measurable visibility standards for cockpit design of all civil aircraft, both airline and general.

While the intention primarily is to improve the view of the pilots of large airplanes, AOPA officials explained that few aircraft allow the cockpit visibility necessary for maximum safety in the air in an era of faster and faster airplanes.

The Association, which is composed of about 55,000 U.S. pilots and owners of private aircraft, contends that airplanes should be designed to permit the pilot to see what is going on in the