

McKee Trophy Presented



One of the high spots of Air Force Day at Rockcliffe air station June 11 was the presentation of the McKee Trans-Canada Trophy to Flying Officer R. B. West, DFC, AFC, of Medford, N.S. The award goes annually to the Canadian having contributed most to the advancement of Canadian aviation. Shown above is Hon. Brooke Claxton, Minister of National Defense, congratulating Flying Officer West as he hands him the cup symbolic of the trophy itself.

AITA REPORT

By W. B. BURCHALL
Executive Secretary
Air Industries & Transport Association

Government Assisted Pilot Training—Following exploratory meetings of operators interested in the scheme at all principal centres between Montreal and Vancouver, a meeting was held at the Ottawa office of the association for the purpose of discussing the problems which have arisen in the development of the training scheme.

It was decided that an Aviation Training Committee should be formed and that at least one member should be appointed by each of the district committees.

It was emphasized at the meeting that the association was receiving the full co-operation of the Department of Transport and a request had been made to the D.O.T. to expedite matters in connection with recommended changes.

Recommendations put forward at meetings held in the principal centres of flying

activity were dealt with and considerable time was given to suggest revision of the examinations now necessary by candidates for private pilots' license and which it is strongly felt are much too severe. The meeting felt that minimum requirements are essential if students are to be attracted and already the commercial schools have suffered materially through the withdrawal of prospects in what can be called the over 30 group.

At all the meetings which have been held the association was urged to particularly press the case for the smaller schools who could not economically afford elaborate facilities. These schools are providing services and facilities at outlying points to private owners, tourists, also maintaining commercial services at points where air transport offers its greatest advantages.

The feeling was unanimous

that it would not be unreasonable to delete all questions which have no practical value in the operation of domestic air services and that initially the private pilot should only have to absorb practical knowledge that he will use when VFR rules are in force.

Manufacturers' Section — A meeting was held in Montreal on May 19 attended by representatives of 11 companies engaged on government contracts involving repair and overhaul of aircraft, engines and accessories.

It was reported that work was being done under three types of contract (1) firm price contract, (2) fixed hourly rates plus material contracts, and (3) cost plus contracts.

Following extended discussion it was agreed with only one firm dissenting, that

the fixed hourly rate plus material type of contract was considered the most satisfactory. This type of contract had proved flexible, required only a simple audit procedure and provided an incentive to the contractor to increase the efficiency of his plant particularly by reduction of overhead.

It was stressed that an incentive to keep costs down was essential. It was also emphasized that accounting should be simplified and standardized, that audits be formed promptly and that some procedure be adopted for appeals from audit rulings. It was felt that in some cases there was a tendency to follow accounting and auditing practices established during the war which could to-day be revised with definite advantages to all.

Four-Jet Comet Airliner Approaches Flight Stage

Some details of the de Havilland Comet (D-H 106) four-jet airliner under development in England have been released by its manufacturers. It is anticipated that the airliner will fly this year but it is not likely to be in operation before 1952.

Sixteen DH 106 are being built, the first two against contracts for the Ministry of Supply and the remaining 14 for British Overseas Airways Corporation and the late British South American Airways. Production of this quantity has been laid down directly from the design stage, a policy which will represent a substantial saving of time on the project as a whole.

For Express Services

The DH 106 is intended for express services along the trunk routes of the British Commonwealth. It will also be suitable for intercontinental services generally, for it is essentially an airliner for world operation.

Its high speed compared with present-day aircraft, besides being an advantage to communications, will materially aid its economy by rendering it possible to fly more miles and carry more ton-miles of payload in the year.

But high speed has not been secured at the sacrifice of slow-flying ability. The wing loading will be moderate, less than that of some conventional propeller-driven airliners of the present time, and the stalling speed will be correspondingly modest.

The comfort of passengers when flying at great heights has demanded unprecedented attention to the problem of air-conditioning. The aircraft must fly at about 40,000 feet in order to achieve optimum economy. The cabin, including the control room, also the luggage, freight and mail storage, will be pressurized to a differential of 8.25 lb. per square inch, which is nearly double the pressure employed in airliners at present in service.

The DH 106 will carry an operational flight crew of four, and up to 36 passengers. The passengers are to be accommodated in fully-reclining chairs with adequate leg-room, along the lines of the American "sleepette," which it is expected will give all the rest that is necessary for the relatively short times which will be spent aloft, even on main-line stages. There will be two toilet compartments, a large luggage-room and a modern galley.

The aircraft may be expected to show a distinct advance in the matter of freedom from vibration by reason of the employment of jet turbines for propulsion.

The new airliner will be a low-wing monoplane and the wing will have a moderate sweep-back. The undercarriage is to retract outward, and the nosewheel will be steerable. Because of the large quantity of paraffin fuel to be carried an underwing pressure-refuelling system will be incorporated which will give a high rate of flow for quick servicing. A fuel-jettisoning arrangement will be provided. The main controls will be power-operated and an electronic automatic pilot will be fitted. De-icing will be of the thermal type.

The de Havilland Ghost engines, of which there will be four, will each give a static thrust of 5,000 lb., and on this basis the cruising speed is expected to be something approaching 500 mph.

Weston to Handle Hiller in Canada

The Hiller 360 helicopter will be distributed in Canada by Weston Aircraft Ltd. of Oshawa, according to an announcement by G. R. Woll, Weston manager.

Engineer Bill Finlay of Weston Aircraft is undergoing instruction now at the United Helicopters plant, and will return fully qualified to supervise maintenance of the new machines. Two demonstrator aircraft have been ordered, with delivery of the first one to Oshawa expected soon.

The Hiller machine features simplified design and increased stability, as compared with other well-known helicopters. It will carry two passengers in addition to the pilot. One distinctive feature is the self-centring overhead control stick with fingertip control.

The Hiller is expected to sell in Canada for just less than \$25,000, plus the cost of spare parts and extra accessories.

Weston Aircraft is equipped to handle helicopter maintenance, having maintained the Bell M47 operated by Kenting Aviation Limited for more than two years.



By D. L. BUCHANAN
Secretary-Manager
Royal Canadian Flying Clubs Association

Air Cadets Fly — By the time this appears in print the fourth RCAF Scholarship Course of Flying Training for Air Cadets will be under way at the flying clubs. It is with regret that we note the total of number of cadets being trained this year is considerably smaller than was the case in 1947 and 1948.

This is the result of new and more exacting standards of qualification for scholarship training. Written examinations that had to be passed by candidates in order to qualify took their toll of prospective trainees, but most regrettable is the fact that quite a large proportion of the cadets who passed the qualifying examinations and in every other way established their eligibility failed to pass the medical examination.

While this year's course will be a smaller number, this is not a condition that is expected to persist. In 1950, when the squadrons have become thoroughly familiar with the new methods of selection, there will likely be an oversupply of eligible candidates and much keen competition among cadets for inclusion in the quota of 225.

New Assessment of Flying Ability — One of the difficulties encountered in the past in grading air cadets in scholarship courses has been the lack of a standard system of assessing their flying ability. This year all clubs undertaking training contracts have been supplied with standard flight test marking cards and a guide to marking flying tests which

should greatly assist chief instructors in standardizing marking methods.

Modification of Private Pilot's Course—On May 14 your Association dispatched to the Director of Air Services a brief embodying suggestions and recommendations for modifying, shortening and streamlining an approved course for private pilots.

The recommendations included a reduction in the number of written examinations, the shortening of these examinations, and the re-vamping and shortening of the ground school lecture course, with the elimination of some of the non-essential phases of some subjects.

These recommendations to the Department of Transport were advanced with a view to making the course as practical as possible, and available to a much larger number of trainees.

We are happy to be able to report that the Association's recommendations and suggestions in respect to pilot training were well received by Department officials and it is anticipated that in the near future there will be an official announcement by the Department in respect to training and examination standards for private pilots.

RIGHT: Hiller 360 helicopter with three aboard.

BELOW: On the basis of three deliveries a week, United Helicopters of Palo Alto, Calif., claims to be world's largest producer of rotary-wing commercial aircraft.

