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European country has only one major airport — with the exception of Germany.

JOHN FISHER,  
Canadian Broadcasting Corporation.

The Editor:

As a pilot with considerable experience, I cannot understand why bush pilots who fly Norseman and Beaver aircraft north of Fort Chimo in the Ungava Bay or south through Nichicun or via Knob Lake do not carry a sextant or have insufficient knowledge on how to use it. When one realizes that it is the only instrument capable of fixing an accurate position regardless of where you think you are, the gains a bush pilot might get out of it are unlimited. It is the cheapest insurance policy he can buy. Everyone can use it, for it is only necessary to know how to add and subtract. When I was in Fort Chimo last month, a bush pilot asked me for instruction on this subject and I was pleased to give it to him. With new books, such as H.O. 249, which I'm getting for him, he will have no difficulty to locate himself within 5,000 ft. of his actual position, no matter where he thinks he might be, even 500 miles away.

Sir, I believe you could do a real service to all concerned and contribute to the advancement of aviation in general by starting discussion on this subject. Too often do we hear of pilots being lost, out of gas. Perhaps they were lost, but they would not have been out of gas had they landed when first lost, fixed their position and continued on a new track. This is one subject, but I can think of many, less important perhaps but all badly in need of a "shot in the arm."

WRITER'S NAME WITHHELD

The Editor:

It would appear that our country's present policy of concentration on defensive fighter and maritime search groups is, substantially the only one which is compatible with our national economy.

However, greater emphasis could perhaps be placed on military air transport in order to support our design and manufacturing facilities in this field, since it would appear that government support is necessary if Canadian firms are, for some years to come, to sell commercial air transports in competition with manufacturers in other countries. Perhaps the Canadair-Britannia is a result of

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this type of thinking, and, if so, those responsible are to be congratulated.

It is possible that, had the Avro Jetliner received support in the form of production contracts from the Government, Canada may today have been the world leader in the jet transport field.

Our company has, for many years now, been prominent in the aviation supply business. We have offices and warehouses in the principal cities of Canada with many personnel who are engaged in aviation sales alone.

It is our sincere belief that sales and overhaul are complementary, and it is our plan to establish ourselves in the latter field as soon as possible. This could subsequently lead to assembly of new units in Canada and possibly, later on, to complete manufacture where conditions so warrant.

We have strong faith in Canada's aviation future and it is our plan to keep pace with it.

S. A. WILLIAMS,  
Vice-Pres. and Genl. Manager,  
Railway & Power Engineering.

The Editor:

As we are interested in two main phases of operation; namely air spraying on the Prairies, and bush operation in the North, it is along these two lines we feel more emphasis in your magazine should be placed. For example, industrial developments which can use aircraft we believe are of prime importance because it is by learning of these developments that operators may avail themselves of the chance to do some business. Private flying is a phase which we believe is sadly neglected, but it is also an item which seems to be getting into the wrong channels in some cases. I think that the word "private" should mean exactly that, and it is common knowledge that all over the country there are operators who are flying private airplanes and doing commercial work, especially with regard to the hauling of fish. We have in mind one fish company who operates about five aircraft, among them several twin engine machines, and these are registered privately, flown with amazing overloads, but when the load reaches its destination it must be put into a commercial ground vehicle. To our way of thinking this is anything but private flying, and we think steps should be taken to correct the situation. It is not that the government depart-

ments involved are not aware of the situation, they just feel that their hands are tied and of course they are in no position to make public comment about it.

Another feature which we think should take some notice is the repair and overhaul work presently allowed by the Government, especially on light aircraft. As you know in the past couple of years, the Government has allowed aircraft to be overhauled in the U. S. A., and while we have nothing against this, as such, the problem is that the operators who are doing the overhaul work across the line are no better equipped than the operators in Canada who could do equally as good work. The basic difference is their license, which in the States is an A & E license and in Canada it must be at least a "B" license. Also the DOT here seems to be very strict about licensing facilities such as shop equipment and so on. We know of many places in the U. S. A. where they don't have any more shop equipment than we do, but they are allowed to put out work and it comes back into Canada under a Certificate of Airworthiness for export. This sort of thing is detracting from the work which could be done by a Canadian operator, and although it was originally done much cheaper in the States, we don't think it's any cheaper at the present time.

If some emphasis could be placed on any of the above mentioned items we think you would get a terrific amount of comment from the operators in particular. We think operators are probably the people that you want to interest as well as the general public, and if these comments are of any use to you and you would like to have enlargements on them, please do not hesitate to call on us.

R. A. EASTMAN,  
Manager,  
Aviation Services, Ltd.,  
Moose Jaw, Sask.

The Editor:

I think the letters you print from readers are a good idea, not only for the compliments they may bring to you and contributors, but also for the fact that they help in bringing to light any small mistakes which crop up. I am particularly glad that readers take the trouble to point them out, as it will help me to check on them and correct in time for use in my aviation history.

The mistake about Wann's death, I received from a very authentic