

Editorial Log

OF ALL the recent books on the history of American aviation we have seen, "Ceiling Unlimited" (Macmillan, Toronto. Price, \$7.50) by Lloyd Morris and Kendal Smith is about the best. Based on good original scholarship and written in a popular style, it tells the story of the Wrights, Curtiss, Lindbergh, Earhart, Hughes, Doolittle, Mitchell, Rickenbacker, Trippe, Arnold, Spaatz and many other flying giants. The book is cross-indexed and profusely illustrated.

Popular Mechanics "Aviation Album" (Price, \$1.25) by Edward L. Throm and James S. Crenshaw is really a history of American air power as well although it professes to be "a complete history of famous flights and fliers." There is no reference, I notice, to J. A. D. McCurdy's and "Casey" Baldwin's exploits and William Bishop and William G. Barker are classified as World War I aces from Great Britain. The authors, however, go to some trouble to list separately the U. S. pilots in what they call the "RAF."

Friend Welman Shrader has authored an exceedingly useful chronicle of the American aviation industry called "50 Years of Flight" (The Eaton Manufacturing Company, Cleveland. Price \$5.00). This book is said to represent the most complete chronology of its kind ever published and its 600 pictures represent the largest collection of U. S. airplanes to be found in any single volume. Eaton is one of the largest U. S. manufacturers of aircraft engine parts and "Shrade" is Director of Publications for the Institute of Aeronautical Sciences and editor of the Aero Engineering Review.

MY FIVE-YEAR-OLD son received a toy model of the Comet "Jetliner" for Christmas, made of all places in Japan. I had lots of fun running the world's first jet transport over the floor to the accompaniment of realistic sparks from the engines. At the same time it is rather odd that these Japanese toy-makers (and indeed BOAC for that matter) seem to be able to get away with stealing the name of America's first jet transport which was designed and made in Canada.

TCA'S NEW film, "No Barriers," is well worthwhile seeing and borrowing for public showing. There is very little mention of TCA in it (indeed CPA, Maritime Central, and other carriers get due and probably equal prominence). The film is ideal for showing to school groups and so a worthy contribution to the great task of educating Canada to the air age.

THERE has been much publicity on the denial of freight-carrying rights to CPA in favor of TCA, but rather oddly we haven't seen a line on Quebecair's comparable application, which CPA as its competitor is fighting. We're rather surprised as the same issue seems to be at stake.

One thing that impresses us about the three or four current airline controversies is that they are being carried out on a very high plane with only the principles of operation being in question. The quality of air services Canada offers remains unchallenged.

A TIP of the editorial hat to Wing Commander Hugh Hay, the RCAF's liaison man with NATO in London on aviation medicine matters. We noticed this handsome air force MO in Montreal during Gray Cup time and paid particular attention to the fact he had DSO, DFC and Bar ribbons up as well as the insignia denoting three tours of operations. We were told he had joined up while in his last year at medical school and had simply refused to be grounded tour after tour. Then he went back to medical school, graduated, rejoined the RCAF, and now is rendering extremely valuable service because of his operational experience. Unfortunately there are only half-a-dozen MO's in the RCAF with wings up who can talk to our present-day aircrew in their own language.

DH CANADA'S "Punch" Dickens remembers with great respect the way Evelyn Tufts, veteran reporter of the Halifax Herald, behaved on a grim and rugged bush flying expedition with him to Coppermine back in the '20s. Although he tried to discourage her from going, she insisted and took all the hardships cheerfully. She probably can lay claim to being one of Canada's first daily newspaper aviation reporters. We know what "Punch" was referring to because over a year ago, Miss Tufts represented the same paper at the opening of the Avro Canada Orenda plant. Although she obviously was in difficulties, she insisted on doing the full tour by foot with the rest of the younger reporters.

TRANS-CANADA Air Lines issued a novel Flight Certificate to all their passengers who flew with them on December 17 and thus became "a celebrant with the airline industry in commemorating the 50th Anniversary of Powered Flight by Orville and Wilbur Wright."

The certificate read: "Today TCA joins the airlines of the world in saluting the Wright Brothers and the event from which has stemmed our modern flying services. From the courageous experiment at Kitty Hawk has grown a network of airlines which circle the globe and through which time and distance have been reduced in an unbelievable degree."

ROD MacInnes, TCA's highly-regarded director of public relations, has been delegated to supervise the press arrangements for the aerial tour of Canada's northland next year of the Duke of Edinburgh. Rod was in charge, of course, of the very successful cross-Canada tour two years ago of the Queen and the Duke, when she was Princess Elizabeth.

CANADAIR'S Noel Hubbard has a story we like of an experience he had while out at Jasper Park taking publicity photographs for the CNR. Apparently he flew to a suitable location high on a mountain ice field, which was infested with a quaint little animal known as the marmot. This beast burrows under the snow and didn't show himself to Noel except indirectly. When Noel came to take off, his pictures taken, he found the run exceptionally bumpy and could not get the aircraft into the air. What had happened was that the marmots, which had a strange liking for rubber, had burrowed under the aircraft to the tires and ate them completely away under the snow. Noel's plane had to be removed in sections—by ground transport.

By Ross Willmot