

## "What's in the Air"

**The Case of the Happy Rams**—In this space, Sept. issue, we reflected on the alarming prospect that the reign of "that supreme potentate, the airline passenger", would not last forever. The day of coach air service is at hand. It had not occurred to us at the time that flying animals, in some cases, are treated with even more tender care than human passengers. This fact came to our attention just recently in scanning an Australian journalist's description of a flight in a Bristol Freighter with a load of rams.

This journalist, J. K. Geddes, reports to the readers of the Melbourne Leader that, "just for the ride," he flew with some rams to the Sydney Sheep Show. The rams were loaded into six pens partitioned by sheet aluminum, bedded with straw and tarpaulin. From the moment of take-off reporter Geddes apparently did not take his eyes off the sheep. He records:

### A Careful Watch

"I watched the rams carefully, but none of them seemed to be in the least disturbed. The temperature dropped to 41 degrees, but the sheep still showed no concern. "Looking over the 36 rams every few minutes, I noticed that there was always an average of 28 chewing their cud . . . They only chew when contented. Not one ram seemed dissatisfied with his conditions. They stood quietly, just free of each other, without any attempt at rustling or fighting."

The writer even becomes anxious about the possible effect of changing ground speed on his self-adopted charges. He reports:

"At times, with a following wind, the Bristol aircraft's speed reached 203 mph, but faster or slower, the rams still quietly chewed."

After a landing "without displacing a single ram," Mr. Geddes sums up. "I could find nothing at fault on the trip, except that most of the rams showed a little dampness on the top of the fleece tip, caused by condensa-

tion of their breath . . . It seems that when transporting sheep by air it is advisable to put on very light rugs . . . I consider aerial transport to be the ideal thing." So do the rams, no doubt.

**Horizons Unlimited**—One of the most appealing examples of airline literature to come our way is a colorful magazine-size brochure just published by TCA and entitled "Horizons Unlimited".

Horizons deals lightly but effectively with such aspects as flight planning, radio range flying, preventive maintenance and weather. The creators of this brochure should be congratulated on their contribution to public understanding of what air travel is all about.

**Enviably Record**—The record of Capt. E. Hamilton Lee, who recently retired from United Air Lines cockpits after 36 consecutive years of flying is something for today's aviators to aim at. Since he first took off in 1913, Ham. Lee has logged 27,811 hours and 4,400,000 miles in the

air. "That", says Capt. Lee, "entitles me to stay home a bit now."

**DID YOU** ever hear of a circular landing strip that travels at 250 mph? Neither had we until a press release came to our desk describing just that. Actually, it's a gadget at Wright Field to measure the effects of landings on aircraft tires. It consists of a steel flywheel seven feet in diameter and three feet wide, revolved by a 150-horse electric motor. They get this wheel whirling at any speed up to 250 mph then nudge an aircraft wheel against it. The resulting screeching, smoking and smell of burnt rubber is a pretty fair imitation of an actual landing, as far as the tire is concerned. They use it for research.

**Not Really Necessary**—When the Avro Jetliner made its famous and successful belly landing after one of the preliminary test flights, TCA's engineering chief immediately wired Avro's Walter Deisher:

"REF. PARA. 16.05 IN TCA DETAILED TYPE SPECIFICATION 1946. IT WILL BE NOTED THAT NO SERVICE TRIAL WAS SUGGESTED TO DEMONSTRATE COMPLIANCE."

Para. 16.05 in TCA's original specification for the Jetliner had required that "the bottom of the nacelle shall be designed with sufficient strength to minimize the damage resulting from a landing with wheels retracted."

The Editor.



### WELL, FAN MY FARM!

To save a wheat crop from frost, this Navion made repeated passes over the fields at low altitude. The effect was to stir up the early morning air so that its moisture did not get a chance to condense into frost on the grain. The plane was flying at 75 m.p.h. with flaps down when this picture was taken.