



THOUSANDS OF WESTERNERS saw the three RCAF jet planes shown above, when an Air Force jet cavalcade toured Western Canadian points the latter part of August. Shown in formation are, from top to bottom, the F-86 Sabre fighter, T-33 Silver Star jet trainer, and the CF-100 Canuck fighter. Five aircraft of each type — 15 jets in all — made up the touring group. In addition, two C-119 transports carried ground crew and handling equipment. Assembling in Winnipeg from Eastern bases, the jets toured to the West Coast.

STRANDED BELLANCA

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The previous salvage attempts, in the fall and spring following the forced landing, were defeated by weather. In the first try the salvage party was delayed in Yellowknife for three weeks and in the spring attempt the ice on the lake began to break up before the repairs were completed. Associated decided to make one more try and, if that failed, to write off the plane.

The month of May was selected for the job, partly because skis instead of floats could still be used to get the Bellanca out while the weather would not be too bitter and partly because the two Norseman were available. The salvage party left Associated's Yellowknife base May 11.

Vern Simmonds, Associated's operations manager, was in charge and with him were other company staff, Jim Dick, chief engineer, Helgie Eskelson, engineer, and Bill Pascal, pilot-engineer who flew one of the Norseman. The other was piloted by Dave Floyd, of Associated's Yellowknife base, who has piled up more Arctic flying than any one else in the company.

With poor weather conditions forcing them down, it took four days for the party to reach their destination. Tents were set up most of the time but on the third day, with

plenty of time on hand, the party built an igloo under Simmonds as architect.

It was Floyd who sighted the Bellanca on the fourth day. Although Floyd had seen the plane while flying over it during the summer, locating it was one of the problems of the trip. One part of the barrens looks just about like any other part, especially under snow, and the red and yellow Bellanca was buried in six feet of the stuff with only one wing and parts of the fin and rudder sticking out of the white covering.

The first part of the salvage job was to shovel the plane out. Then a search was started for the wheels and engine cowlings which were finally located, by digging sixfoot deep holes and then probing through the snow, about 30 feet from the plane. The toughest part of the shovelling was clearing out the fine snow that had seeped inside the Bellanca. It was packed tight and proved rugged to dent with the shovels.

The digging took a day and a half with the members of the salvage party taking shifts on the shovels. On the first day they worked from noon to 3.00 a.m. The weather the first two days was fine with the temperature around 40 above. But during the last three days the thermometer dipped to as low as five below at night and strong winds stirred up blizzard-like conditions.

After the digging the Bellanca was

jacked up and repair work was started. This involved welding new tubes to the break in the undercarriage, replacing the propeller and fixing the engine. Except for the damage during the landing the Bellanca was in good shape in spite of its two and a half years' exposure on the barrens; much better shape than was expected, Simmonds said after the party returned to Edmonton.

Tarpaulins, for protection against the cold and wind-driven snow, were thrown over the front of the plane while the repairs were being carried out. The actual repair job took about four days. Fuel was flown in from the company's cache at Bathurst Inlet and Simmonds flew the Bellanca to Yellowknife and then to Associated's hangar in Edmonton where permanent repairs were made. The party arrived back in Yellowknife May 22.

While he was in the Arctic Jim Dick flew out from Aklavik to make a couple of smaller repairs, to fix damaged undercarriages on a plane owned by Mike Zubko at Stanton and a Spartan Air Services craft at Kittigazuit. However, Associated has no desires to get into the business of flying repairs even if the market is big enough. The proposition is a high cost one and difficult to estimate.

The company has not compiled the costs of the Bellanca salvage job but the total of the three attempts, plus the cost of permanent repairs to put the plane back into service, is thought to be fairly high. In terms of the Bellanca itself the job may not have been worth the trouble and expense. The big advantage was in keeping insurance rates down.

WESTERN TERMINALS

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facilities on the ground have as much eye appeal as overgrown baggage rooms and "greasy spoon" restaurants. The fault lies with the Department of Transport which controls physical planning of airports in this country.

Air travelers who have visited the cafe-restaurant at Winnipeg's Stevenson Field, will agree palatable food can be bought there, but the lunch counter stools and the general surroundings are hardly conducive to enjoyment. A similar restaurant at Toronto's Malton airport is even worse. It often has