

NO NIGHT HOURS FOR DOMESTIC LICENSE

**RESTRICTED COMMERCIAL TICKET APPROVED
ENDORSED "FOR DAY FLYING IN CANADA"**

The night-flying requirement has been eliminated for the new commercial pilot's license, subject to its restriction for day flying in Canada only. This announcement has been made by the Civil Aviation Division, Dept. of Transport, and appropriate instructions have gone out to the local D.O.T. offices.

When first announced, the new commercial pilot's license, in conformity with international (ICAO) standards, required 10 hours of night-flying experience.

It was felt that this night flying was not applicable to Canadian bush flying conditions where neither the aircraft nor the landing areas are licensed for after-dark operation. The new ruling meant that bush pilots would have been put to the needless expense and inconveni-

ence of logging the night experience.

An argument against the "night hours for day flying" was presented editorially in the December issue of Canadian Aviation.

There are now two types of commercial license, one for international use and night-and-day flying, the other endorsed with the restrictions "Day Flying Only" and "Valid Only in Canada." The holder of the restricted license can have the endorsement cancelled by putting in the 10 hours of night flying and 10 hours of instrument instruction.

The plan to loan RCAF Chipmunks to the flying clubs, described in the January issue of Canadian Aviation, had not received final approval at press time, although an Air Force spokesman was quoted in the press as confirming that such a program was being considered.

It is understood that should the proposal be adopted there would be specific restrictions on use of the Chipmunks.

Meantime, flying schools across the country have deluged headquarters of the Air Industries & Transport Association with demands that they receive equal treatment in any program of this nature.

● Completion of 98% of all scheduled mileage, with over 100 flights a day, was TCA's outstanding achievement of 1949, according to Gordon R. McGregor, president.

Fly Canadian Jet Fighter "Most Powerful in World"

The Canadian-designed and manufactured twin-jet fighter, Avro CF-100, took off from Malton Airport for its maiden test flight in mid-January and now is undergoing a series of flight trials prior to its acceptance by the Royal Canadian Air Force. It is described as "most powerful fighter in the world."

Conceived and constructed at the Avro Canada plant near Toronto, the CF-100 is a long-range all-weather fighter with special application to Canadian conditions. The aircraft is a low-wing tandem two-seater. Its distinguishing

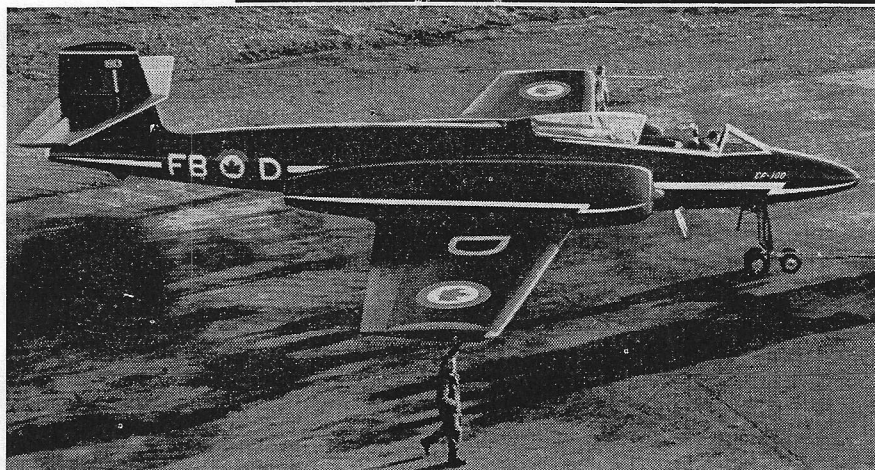
features appear to be the long slender nose, large engines mounted on top of the wings in long nacelles of circular cross-section, and a tailplane mounted high on the fin and rudder, with swept-back leading and straight trailing edges.

As can be seen from the illustration, the Canadian fighter is remarkably large. The attendant has to reach for the wing tip. The photograph on the front cover of this issue reveals the unusual airfoil-shaped fairing between the nacelles and the fuselage.

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RIGHT: Pilots of the C-100, S/L Bill Waterton and Don Rogers.

BELOW: The Canadian fighter being wheeled out ready for its maiden flight.



New Jet Flown "Most Powerful"

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Possibly this space is used for fuel storage as well as contributing to the aerodynamic qualities of the aircraft.

The windscreen is of the flat-section type, although the canopy is of bubble design. Both pilot positions apparently are equipped with Martin-Baker ejection seats for escape.

The CF-100 is powered by two Rolls-Royce Avon jet engines, rated among the most powerful in the world today. Later, Canadian-produced Orenda jet power plants will be installed as standard for the CF-100 type.

For taxi trials and initial flight testing, S/L Bill Waterton, on loan to Avro Canada from Hawker Aircraft Co. of England, will be at the controls. When he returns to England, Don Rogers, Avro test pilot, will take over.

Ken Main Appointed Ass't Controller

Appointment of J. R. K. "Ken" Main as assistant controller of civil aviation has been announced by the Dept. of Transport. Well-known in Canadian aviation for many years, Mr. Main has been district controller of air services at Edmonton since June, 1948.

Native of Pincher Creek, Alberta, the new assistant controller has been with the D.O.T. for about 14 years where he has held a succession of executive posts. He learned to fly in the 1914 war, serving with the RFC in Egypt. In 1928 he took a refresher course with the Calgary Flying Club and joined the RCAF in 1929. For several years he was instructor of flying clubs at Toronto and Ottawa.

A successor to Mr. Main as controller of the Edmonton district will be named after results of a departmental competition have been assessed.

Traffic 25 Millions On World Airlines

The world's scheduled airlines carried more than 25 million people during 1949, Sir William P. Hildred, Director General of the International Air Transport Association (IATA), claims.

Airline loads averaged more than 70,000 passengers per

day throughout the year, Hildred declared. Other highlights of the 1949 air traffic year, he said, were:

Scheduled flight frequencies rose to the point where there was an airline plane taking off or landing at one of the thousands of airports along the world air network every five seconds of the night and day.

Transatlantic airlines flew a total of approximately 11,000 scheduled flights across the North Atlantic alone during the year, or an average of 30 per day. They carried a record total of nearly 300,000 passengers between Europe and North America.

Vampires for Venezuela — British Vampire jet fighters have now been adopted by the Venezuela Air Force — the 12th country to select these aircraft for defense. The special merits of the Vampire jets are their basic simplicity in structure, handling and operation and the fact that their Goblin gas turbines are approved for up to 600 hours of operation between overhauls.

RCAF Boosts Flying Total Forms New Units in 1949

Flying time logged by the Royal Canadian Air Force totaled 180,000 hours in 1949, a 60% increase over 1948. Strength of the service at the year's end was 17,000, compared with 13,852 at the beginning of the year. Present approved establishment is 18,278. This data was revealed in a roundup of RCAF activities just issued from Ottawa.

Projects noted for the year included the CF-100 jet fighter and the Orenda turbine engine, both at Malton, as well as the F-86A Sabre fighter, 100 of which have been ordered and are under construction at the Canadair plant, Cartierville.

New units formed in 1949 included: a third survey squadron No. 408; the Air Defense Group, with headquarters at St. Hubert. In addition to the fighter squadron, No. 410, formed a year ago and based at St. Hubert, another, No. 421, is being form-

ed at Chatham, N.B. The Operational Training Unit for training pilots on jet aircraft was moved from St. Hubert to Chatham, N.B. late in the year.

Also formed in the latter part of the year was the Maritime Operational Training Unit at Greenwood, N.S. The unit trains aircrew to operational standards in all aspects of Maritime operations, with special emphasis on anti-submarine work.

Two more auxiliary squadrons commenced operations during the year (420 at London and 403 at Calgary) bringing to 10 the total now flying.

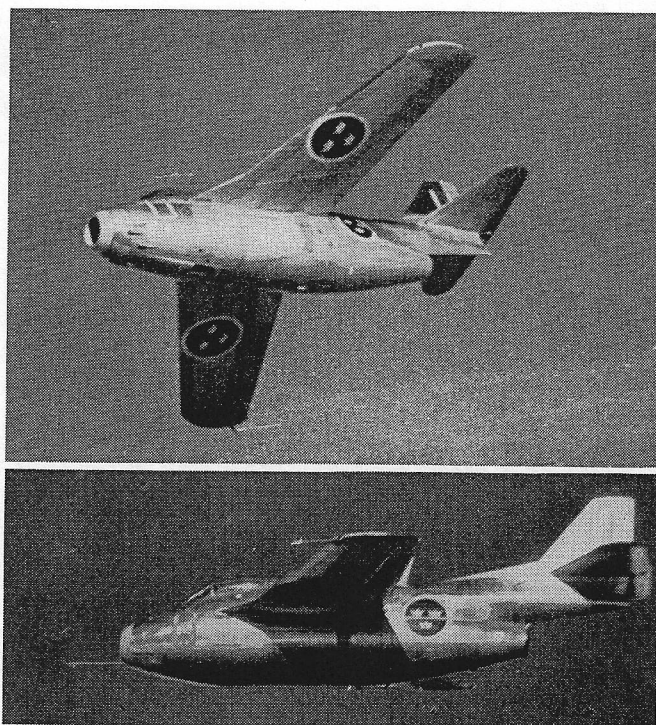
Another important development was the formation of the first ground training unit in the reserve No. 1 Radar and Communications Unit at Montreal. This is the first of a series of ground training units planned for the reserve force.

The training program was the largest since the war. Aircrew training continued at Centralia (pilots) and Clinton (radio officers) and the first basic courses for navigators commenced at Summerside, P.E.I. Ground trades training, centred mostly at Camp Borden, Trenton, Clinton, Rockcliffe and Aylmer, also continued on a larger scale than ever before in peacetime.

About 300 members of the University Flights attended summer training at Trenton, Abbotsford and various other stations. The first undergraduates received their wings under the University Air Training Plan.

Cowley Gets Award From Norwegians

The King Haakon VII Cross of Liberation has been awarded to A/V/M A. T. N. Cowley, CBE, director of air services with the Dept. of Transport. The award was made in recognition of his assistance in the training of members of the Royal Norwegian Air Force in Canada during the war. A/V/M Cowley was Air Officer Commanding No. 1 Training Command at Toronto.



SWEDISH SQUIRT—The new Swedish transsonic jet fighter the Saab-29 (Air Force designation: J 29), which is produced by Svenska Aeroplan A.B. (Saab) at Linköping, has now—after somewhat more than 12 months of flight tests—reached the Mach number it was designed for. The Saab-29, second Swedish-designed-and-built jet fighter, is a pressurized single-seat single-jet interceptor easily recognized by its swept-back wings and its somewhat bulky fuselage. While the prototypes are equipped with British-built de Havilland Ghost jet engines of 5,000 lb. static thrust, the production model will have engines of the same type manufactured under license in Sweden.