

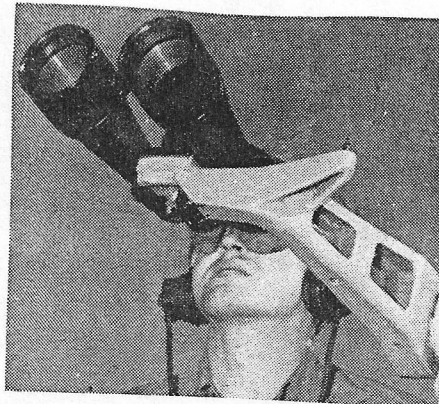
**I**N A surprising demonstration of versatility, a Bristol Freighter flew 3,500 miles from Montreal to Caracas, Venezuela, freighted 450 tons of fresh meat over a range of mountains and returned to Canada. Skipper of the far-ranging G-AGVC, which earlier in 1947 completed a 41,000-mile demonstration tour of the Americas, A. G. "Tim" Sims related this latest exploit to Canadian Aviation shortly after his return from the meat-ferrying jaunt.

The Venezuelan assignment was on charter for Linea Aeropostal Venezolana, more conveniently known as LAV. The problem was to relieve a meat famine in the city of Caracas by flying freshly slaughtered cattle over a 320-mile hump from the Llanos prairies.

During five weeks of flying, Capt. Sims logged 185 daylight flying hours in the Freighter. Operating on a five-day week, to allow intervals of much-needed rest and maintenance for crew and aircraft, G-AGVC shuttled between Barinas and Caracas. Not once during the assignment did the aircraft miss a trip despite weather which varied between torrential rain and tropical sunshine. The 2,100-ft. runways alternated between churning mud and choking dust.

On the outbound leg, the load consisted of two tons of bagged cement. For the return flight, the aircraft was loaded with 20 slaughtered cattle (3½ tons) slung on specially installed meat hooks (see illustration). As the flights were short and an altitude of 10,000 ft. above sea level was reached, no refrigeration was necessary. The aircraft was met at the Caracas airport by giant meat vans which rushed the load to the market. (LAV DC-3's were operating on the meat run along with the Freighter.)

After its return to Canada, G-AGVC's log book showed that the



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sturdy craft had covered some 72,000 miles since originally setting out for Canada from the factory in England.

As a footnote to the above story, it might be of interest to record Tim Sims' report that LAV pilots were paid a basic \$900 a month plus \$10 an hour for all time over 80 hours per month. This means that a Venezuelan pilot who kept pace with Tim's 150-hours-a-month flying would earn \$1,600 a month!

**W**HILE flying operations have not fared too well financially in 1947 (see Ottawa Report on page 25), they have shown a remarkable numerical increase. According to the Air Transport Board statistics, up to Oct. 31, 1947, the biggest gains were registered by the expanding network of nonscheduled and charter oper-

ators, while the number of specialty air carriers also increased sharply.

The board granted 330 decisions in the preceding one-year period, thus bringing the over-all total to 465. The breakdown shows that 232 were for specific points or charter air carriers (an increase of 119 over last year) and an additional 16 applications for contract air carriers had been approved. Licenses had been issued to 217 charter and contact air carriers as compared with a total of 69 at the same time last year.

Of the scheduled air services, Canadian airlines hold 37 licenses and foreign lines, 14.

Since its inception the board has approved 465 applications and denied 91. Exactly 400 licenses were issued up to October 31 and there were 84 applications pending. The board reports that 287 other persons have signified intention to apply for licenses.

**B**EFORE the commercial use of jet airliners is feasible, a number of special traffic problems, including all-weather all-aircraft direction, must be solved. This is the statement of Warren T. Dickinson of the Douglas Aircraft Co. Because any deviation from optimum cruising altitude will have such a drastic effect on their payload and revenue, "the situation arises where the jet airplane will have to dictate to the air traffic controller at what altitude it will fly," he said.

Furthermore, according to Dickinson, the air traffic control system of the future must:

a. Incorporate suitable spacing to accommodate the high speeds expected in order to provide sufficient manoeuvring airspace and eliminate too-frequent pilot radio contacts.

b. Be able to assign irrevocable landing positions and procedures prior to the time the jet aircraft are scheduled to begin descent from their cruising altitudes.

c. Be capable of diverting jet aircraft to alternate destinations before these aircraft are scheduled to descend from their optimum altitudes. In any case holding procedure as an integral part of the traffic control system for jet transports should be completely eliminated.

d. Permit economical descents of jet-powered airplanes by allowing extremely high descent speeds into the airport traffic zone.

e. Regulate ground operations so that taxiing and ground running time of jet aircraft never exceeds three to five minutes.

A small portion of the fresh-meat cargo carried in a Bristol Freighter on a charter assignment in Venezuela. Three and a half tons of meat were slung on specially installed hooks in the cabin.

