

THE AIRBORNE SERVICES

Comet Transfer

The RCAF last month brought one of its two Comet jet transports out of hibernation long enough to transfer it from storage at Ottawa's Uplands Airport to join its sister ship in storage at Toronto's de Havilland Airport. It covered the route, unpressurized, in less than an hour.

The aircraft were grounded nearly two years ago, following the crash of two Comets in the Mediterranean. An RCAF spokesman said no decision has been reached as to whether the \$1,544,000 airliners can or will be modified to make them safe for pressurized, high-altitude flying.

More Sabre Aid

Canada is to provide Turkey next year with enough additional Sabres to equip a fourth fighter group, according to Herbert Moran, Canadian ambassador at Ankara. Under the Turkish-Canadian Mutual Assistance Program of 1953 Canada furnished enough aircraft for three groups.

NATO Posting

Air Commodore S. W. Coleman, 49, Air Officer Commanding, Tactical Air Command, Edmonton, has been appointed Assistant Chief of Staff for Plans and Policy at headquarters of Allied Air Forces Central Europe, Fontainebleau, France. He succeeds Air Commodore Robert C. Ripley, 42, who will attend the Imperial Defense College in Britain next January. Group Captain H. G. Richards, 46, TAC chief staff officer, will serve as acting AOC until a replacement is named for A/C Coleman.

A/C Coleman is a 1928 civil engineering graduate of McGill University. He joined the RCAF the following year and in the early thirties participated in northern bush flying. Wartime duties carried him to various East Coast stations before being transferred to Washington in early 1945. War's end found him at Guam, in the Pacific, with the U.S. 20th Air Force.

412 to Uplands

The RCAF's 412 Transport Squadron, after 16 years at Ottawa's Rockcliffe Airport, moved bag and baggage last month to Uplands Airport, 10 air miles away. Uplands' longer runways

were said to be the chief motive. There, the unit will occupy a modern steel arch hangar and share with Air Defense Command a cantilever hangar.

When the squadron was formed in 1939 it had an odd collection of aircraft, Tomtits, Fleet Finches and a Grumman seaplane. Later, it acquired Lockheed 10's, 12's and Lodestars, Norsemans, Grumman Gooses and Liberators. Today it flies North Stars, Dakotas, Expeditors and the solitary Canadair Five.

For Finer Fuel

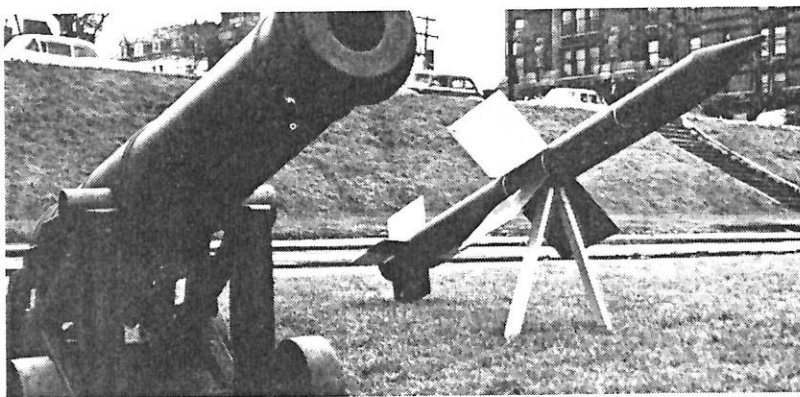
A new first in naval engineering has been achieved with the production of aviation fueling equipment for the new RCN aircraft carrier, HMCS Bonaventure, which will ensure that only pure, properly constituted aviation fuel can be pumped into the carrier's aircraft. The equipment was designed

outlet fueling stations, each complete with fuel filter, water separators, power operated hose reels and suitable tank filling nozzles. The blending apparatus is the first to be installed in a major war vessel in any navy.

Photo Intelligence

The Photographic Interpretation Section of 408 Photo Squadron at Rockcliffe has been reorganized and redesignated as the RCAF's Air Photographic Intelligence Centre. Its function will be to provide photo interpretation for Canada's Mobile Striking Force and for 408 Squadron, which is engaged in aerial mapping in the northland. In addition, it will be responsible for interpretation of all aerial reconnaissance photos, and will prepare mosaic photographs and photographic maps for RCAF use.

Commanding officer is Squadron Leader Jack T. Arnold, 40, of St. Thomas, Ont., who formerly headed the Photo Interpretation Section. S/L



THE RAMPARTS WE WATCH: Early version of Velvet Glove air-to-air missile was shown publicly for first time at AITA convention and is shown here beside one of its ancestors at Quebec. Originally designed by CARDE, the missile is undergoing further development by Canadair, working in close association with the government agency. Also co-operating with Canadair in the Velvet Glove program are Canadian Westinghouse, Avro Aircraft, DH Canada, and Computing Devices.

and built by S. F. Bowser Co. Ltd. of Hamilton.

In planning the Bonaventure's fueling arrangements the RCN established three main requirements: equipment to transform two standard fuels into the specialized mixtures necessary for the correct functioning of turbine driven aircraft; equipment to ensure that all contaminants, particularly water, were removed from the fuel as close as possible to its entry into the aircraft; equipment to facilitate the rapidity of both underwing and overwing refueling.

The installation consists of two sets of fuel blending apparatus with 14 two-

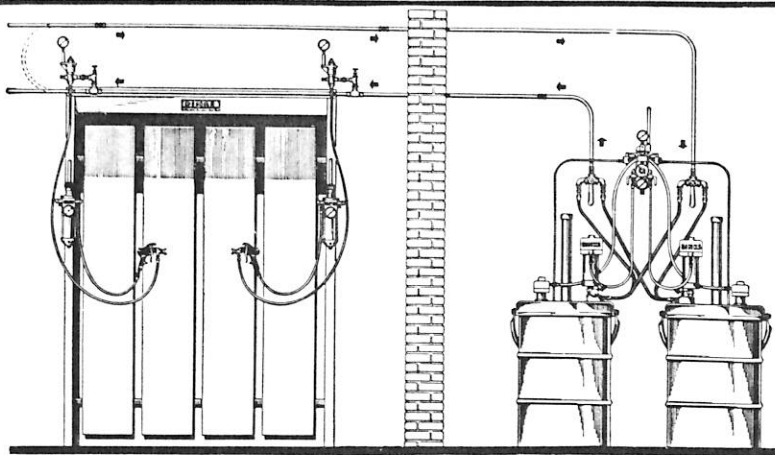
Arnold joined the RCAF in 1940 and served on instructional and operational flying duties in Canada during the war. Since then he has been employed in flying control, administrative and flying duties. In 1954 he joined 408 Squadron.

Radar Extension

Canada and the U.S. are reported to have agreed in principle to a 600-mile east coast link-up of the Mid-Canada and Pinetree radar lines, with Canada footing one third of the bill and the U.S. the remainder.

Defence Department officials described the line as a fill-in and not an

WHAT'S NEW in material handling pumps



pump paint through a mile of pipe... ...supply any number of spray guns

Binks new air-operated material handling pumps open the way to paint circulating systems for every size plant.

In a system of this kind, paint is circulated under pressure past each spray station and back to the drum. Binks new material handling pumps are ideal for this purpose. They can force paints of average spraying viscosity through a mile of suitable piping, *direct from the original drum or from mixing tanks.*

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The above diagram shows a two-pump-per-color system. One pump supplies paint to the spray guns while the other is raised to allow

replacement of the empty drum... or is agitating the paint prior to pumping. A valve switches the flow from one pump to the other. Not a moment's production is lost.

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Send today for your copy of Binks Bulletin 701 which describes the many advantages and economies of a paint circulating system using Binks Material Handling Pumps. Binks engineers will be glad to help you select and install the right equipment. Write to the address below:

Binks air-operated pump elevator speeds up drum changing

This new Model 41-9000 air-operated pump elevator pays for itself many times over in the time and labor it saves. It quickly lifts the entire pump assembly clear of a 55-gallon drum and holds it there while drums are changed.



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additional radar system. It is to run from the vicinity of Cape Race, on the southeast tip of Newfoundland, up the east coasts of Newfoundland and Labrador to roughly the 55th parallel. Cost has been estimated at \$25,000,000.

The Newfoundland-Labrador land extension would supplement the mainland warning lines and the seaward radar defenses. The U.S. is building Texas Towers — manned radar "islands" about 100 miles off the Atlantic coast. Three are to be completed next year off New York, Massachusetts and Maine.

French Decoration

An RCAF corporal serving with 1 Fighter Wing at Marville, France, has been awarded the French Military Medal for his work as a lead navigator with the Lorraine bomber group during the war. He is Jacques Prior of Preston, Ont., who flew more than four years with the Free French before returning to Canada. The medal was presented during Remembrance Day ceremonies at Marville.

LETTERS TO THE EDITOR

Reserved for VFR

Sir:

We extend our congratulations to you for a very timely and pertinent editorial [*Aircraft*, November, 1955] on the present trend in air regulations. We agree entirely with the points you raised and have expressed similar sentiments to the DoT in a recent submission objecting to the proposed new VFR restrictions.

There appears to be a tendency at the present time to introduce regulations which will restrict or encumber the activities of general aviation without adding to the overall safety of the air.

Another sample is enclosed. The introduction of Greenwich Mean Time for all tower procedures is no problem to scheduled operators who are accustomed to using it and who regularly pass from one time zone to another. However, the average private pilot or small operator rarely, if ever, has occasion to go out of his accustomed time zone when flying. Most light aircraft radiate out from their bases in all directions but seldom far enough to change times, hence they are not necessarily familiar with time zones and the interpolation from GMT to local time. We believe that this could lead to more errors than occur now as it involves training thousands to use the new system instead of the few hundred operators in DoT towers.

There is no doubt in our minds that editorials such as yours will affect DoT policy eventually as more public interest is aroused. We hope that it will help to cancel the proposed ANO on VFR restrictions and give them pause before drafting other regulations which add to an already large list.

R. I. Thomas, Manager
CANADIAN OWNERS & PILOTS ASSN.
Ottawa.