

FLYING CLUBS



Monthly Report

By **GEORGE HURREN**
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GRANDE PRAIRIE AERO CLUB

The newest member of the RCAF is the Grande Prairie Aero Club, operating from the airport at Grande Prairie, Alberta. This club, organized by Alex Romansky, John Dumbeck, Ingar Haugseth and a group of aviation enthusiasts, was officially presented with its charter September 15.

The club is conducting its training on a Taylorcraft and an Aerona aircraft and already has over 70 members, 17 of whom are licensed pilots. Twenty-five of the members are taking instruction for their licenses.

RCFCA ANNUAL MEETING

The 26th annual meeting will be held at the Chateau Laurier Hotel, Ottawa, January 22 to 26, 1955. The schedule of the meeting is:

Saturday — January 22, Instructor-Managers Conference.

Sunday — January 23, RCFCA Directors Meeting.

Monday-Tuesday — January 24-25, Twenty-sixth Annual Meeting.

Tuesday evening — January 25, Twenty-Sixth Annual Dinner.

Wednesday — January 26, RCFCA Directors Meeting.

The forthcoming annual meeting will be more of a business meeting than last year, when the Association was celebrating its 25th anniversary. The meetings will start off with a closed session for the Instructor-Managers on Saturday morning and with speakers from both the Departments of Transport and National Defense in the afternoon. The morning session of the annual meeting on Monday will be a business meeting dealing with the operation and management of the Association. Monday afternoon will be a Department of Transport session with guest speakers and a discussion period on matters of civil aviation. Tuesday morning,

will be taken up with matters of national defense and Air Cadet training. Tuesday afternoon will be another Association business session followed by the election of officers for 1955.

As in past years, the Association will sponsor a "Department of Transport" luncheon on Monday, the 24th, a "Department of National Defense" luncheon on the 25th, and, of course, the annual dinner on Tuesday evening.

All clubs are reminded that they may send two voting delegates to this annual meeting and are urged to send as many more representatives as they wish to take part in the discussions and attend the various functions that will be taking place during the meeting.

TUDHOPE MEMORIAL TROPHY COMPETITIONS—

Flight testing of all nominees in Western Canada for this coveted trophy has been completed and the young pilots in Ontario, Quebec and the Maritimes who have qualified and been nominated will be tested by November 1.

Announcement of the winner will be made at the annual dinner of the RCFCA in Ottawa on January 25, when the trophy will be presented to the successful candidate.

CHIPMUNK TRAINING PROGRESS—

The training year for RFTP is April 1 to March 31 and at the end of August (after five months) we are pleased to report that over 80% of the ground school has been completed and that 7 of the 19 clubs have completed over 50% of the flying training. These seven clubs are certainly to be complimented on their efforts in face of the difficulty in getting the Reserve officers out to fly on a part-time basis, especially during the holiday months of July and August.

Howe Awarded Guggenheim Medal

The Rt. Hon. C. D. Howe, Canadian Minister of Trade and Commerce, has been named as the 1954 recipient of the Daniel Guggenheim medal for contribution to the progress of aviation. Awarded jointly by the Society of Automotive Engineers, the American Society of Mechanical engineers and the Institute of Aeronautical Sciences, it will be given to Mr. Howe at the National Aeronautical meeting of the SAE in Los Angeles October 8.

Mr. Howe was cited for "initiating and organizing commercial air routes and services, promoting aeronautical research, development and production of aircraft and engines and advancing the art of aeronautics."

The announcement described Mr. Howe as the man "responsible for most of his Government's developments in aviation," for organizing Canada's first transcontinental air route and founding the Government-owned Trans-Canada Air Lines.

A/V/M de Niverville

The appointment of Air Vice-Marshal J. L. E. A. de Niverville to the position of Director of Air Services, succeeding Air Vice-Marshal A. T. N. Cowley, C.B.E., who has retired on superannuation, has been announced. For the past eleven months, Air Vice-Marshal de Niverville has been Associate Director of Air Services and previous to that was District Controller of Air Services at Montreal.

Born in Montreal in 1897, the new Director of Air Services was educated in Ottawa and served as a pilot with the Royal Flying Corps during World War I when he was wounded in aerial combat. On his return to Canada in 1919, he transferred to the RCAF reserve and later to the active list of that service, rising to the rank of Wing Commander by 1939.

During World War II, he was appointed in succession to the position of Director of Air Manning, Air Officer Commanding No. 3 Training Command, and Air Member for Training at RCAF headquarters. On his retirement in August, 1945, Air Vice-Marshal de Niverville was the highest ranking Canadian officer of French extraction in the RCAF.



Avro Appoints New Contracts Administrator

John Rae Douglas is the new Contracts Administrator for the Sales and Service dept. of Avro Canada's Aircraft Division, succeeding Charles Luttmann, who is now secretary of the newly formed Canadian Aeronautical Institute.

Mr. Douglas comes to Malton from Ottawa, where he was Deputy Contracts Administrator of the Aircraft Production Branch of the Dept. of Defence Production.

Born in Brussels, Ont., in 1914, he attended school in Brussels and Guelph, became interested in aviation at an early age, and at 18 built and flew his own airplane. Powered with an air-cooled conversion of a Model A Ford engine, this airplane's first flight, though successful, was its last. Mr. Douglas then decided to learn to fly.



Norman E. Kindell

Norman Edward Kindell, LLB, is appointed to the newly created post of Assistant Contracts Administrator of the Aircraft Division's Sales and Service Dept. at Avro Canada.

Transports Steal SBAC Show

By G. F. WEBB

Although most types exhibited had appeared at the SBAC Show in previous years, visitors of all nationalities found this year's display at Farnborough remarkable for the real evidence of progress in the production of British civil aircraft. The cloudy skies over Hampshire shook and boomed with the sudden passage of Swift, Hunter, Javelin, and the great Vulcan delta bomber, yet to most on-lookers the military marvels (except for the new Folland Midge light fighter) hid shyly behind dense vapor trails of "security." But the transports were mostly demonstrated in production form with the emphasis on economics, flexibility in operation and passenger appeal.

Most sedate of all was the smooth and silent Porteus-turbo-prop powered Bristol Britannia, which looks every inch a winner. Interior design allows complete convertibility from passengers to freight, with no fixed bulkheads. When fully developed the Britannia will be able to cross the Atlantic non-stop in either direction. Maximum passenger capacity is over 100.

The Viscount has already established itself through its service on the routes of British European Airways and Air France and will soon be flying in Canada. The fact that the total ordered now exceeds 150 was well illustrated. Twenty-odd models, each in different operator's colors (including T.C.A.), were displayed on Vickers' stand at the exhibition. The Viscount, too, is being developed to seat up to 70 passengers by Vickers and B.E.A. The British airline is due for 12 of this new Type 802, starting in 1956.

Most impressive in the transport demonstrations were the new and bigger Comets. Though the findings of the investigation into the Comet I's misfortunes had not been released at the time of the Show, it was good to hear that development continues on the Marks II and III. The Comet II, as ordered by C.P.A., weighs 120,000 lb. and has Rolls Avon 503's of 7,000 lb. thrust. Range is about 2,200 miles; the B.O.A.C version demonstrated had 44 seats. Due to its fine propor-

tions it does not seem unusually large in the air, but it looks smooth and sleek indeed.

The Comet III is basically similar to the II but is 15 feet longer. Flying, it seems much bigger because most of the cabin volume is placed ahead of the wing. The one on show had 54 luxury seats; tourist capacity is 76. Range of the Comet III is 2,700 miles, and it weighs 150,000 lb. of which 18,000 lb. is payload. Each of the Avons fitted gives 10,000 lb. of thrust—and at 50 yards the noise at take-off really hurts!

De Havilland's also exhibited again the Beaver II, which has the British Alvis Leonides engine and a payload of over half a ton. Over 700 of the earlier series, the rugged, Canadian-designed Beaver I's (with Wasp engine), are in service in 30 countries. De Havilland's four-engined Heron now has a retractable undercarriage, and a Heron is soon to be attached to the Queen's Flight for use by the Duke of Edinburgh.

Of the new projects, the DC-3 replacements are at last getting ahead. The Handley Page Herald, scheduled for 1957 delivery, was on show in mock-up form. It seats up to 44 passengers or carries the equivalent weight of freight, with four Leonides engines on a high wing.

A promising future awaits the Rolls Dart-engined Aviation Traders Accountant, a shapely twin seating up to 36, for wherever the Viscounts go the Dart know-how and spares will follow. This plane is designed with a hinged quickly detachable nose to allow loading of vehicles and to ease maintenance. It will incorporate a new principle of construction wherein the skin is tensioned whilst it is bent to shape, for increased strength/weight ratio.

Scotland was well represented by the Scottish Aviation Twin Pioneer, a 14-16 seater with twin Leonides and a high, slotted-and-flapped wing. Safety is paramount in the design, which incorporates aft-facing seats and a very low minimum speed. The prototype should be flying soon.

The many other types at the Display included, among

the helicopters, the Bristol single- and twin-rotor types, and the miniature Cierva Skeeter. Brand new engines announced, with obvious potentialities, were the Rolls Royce Soar of 1,800 lb. thrust in a 16 in. diameter (275 lb. dry weight), and the Napier Oryx turbo-gas generator. The Oryx gives 750 gas horsepower and is scheduled for installation in a future tip-driven helicopter. Another new engine is the Napier Eland, of 2,700 horsepower, which was flown in a Vickers Varsity "test-bed."

But most fun of all was the cheeky little Auster Aiglet, looped, rolled and spun by Randal Porteous with his usual skill. Long after it had side-slipped to land almost in its own length, it was hopping down the vast runway, first on one wheel, then on the other, at crazy angles. Bouncing airborne again, it finally settled, only to career and ground-loop several times among the parked prototypes until it was eventually caught and spanked by its mechanic. It was under perfect control, of course — but the little kites are so much more human than jets!

W/C K. R. Greenaway To Work With USAF

One of the RCAF's top navigation specialists W/C Keith R. Greenaway, of Ottawa, has left Canada for a two-year exchange posting with the USAF. W/C Greenaway, who has been serving on the scientific staff of the Defence Research Board in Ottawa, will join the USAF's Strategic Air Command, and is to be stationed at MacDill Air Force Base in Tampa, Florida. He was recently promoted from the rank of squadron leader.

W/C Greenaway has become an internationally recognized authority on aerial navigation, with particular reference to high-altitude flying. He was honored last year when he was named winner of the McKee Trans-Canada Trophy for 1952. This trophy is awarded annually for meritorious service in advancement of Canadian aviation.

In 1952 W/C Greenaway was presented with the Thurlow Award, presented each year by the United States Institute of Navigation to the person selected as having made the outstanding scientific and practical contribution to navigation during the year.

New Test Pilot For Avro Canada

Glen Lynes, former RAF and Canadair test pilot, has joined A. V. Roe Canada Ltd., Malton, Ontario, where he is working on CF-100 experimental and production flight testing.

Lynes has been flying since he was 15. Born at Windsor, Ont., he went to Britain to join the RAF shortly before World War II. He had two enemy aircraft to his credit when he himself was shot down by flak near Tunis and taken prisoner.

He later escaped from Germany and test flew several early jets while still with the RAF. His log includes over 2,000 hours on various types of jet aircraft.

RCAF May Use Pilotless Jets

The RCAF is considering the possibility of using pilotless jet aircraft as test targets for guided missiles. If this is done, the experiments would be carried out at the air force's new weapons range at Cold Lake, Alberta. The RCAF did not say whether it has produced or intends to produce its own pilotless jet plane but it has been working for the last few years to perfect an air-to-air guided missile. The missile itself could eventually be converted into a pilotless plane.

Chemical Research Aids Aerial Spraying

Aerial spraying in Canada has become a million dollar business. This year it is expected to equal the \$1,400,000 operating revenue which was achieved by the whole non-scheduled carrier industry only eight years ago.

Expansion of aerial spraying owes much to the efforts of research chemists in developing new sprays and to the agriculturists and entomologists for advice on their application. This analysis and research has increased effectiveness of spraying greatly.

The spray operators themselves have done a lot to put the industry on a firm footing. Their excellent safety record brought a drop in insurance rates which reflects a growing confidence in their type of operation. Now they are taking steps to ensure that pilots be given a course of instruction in spraying techniques before undertaking commercial work.

**Don Aiken**

Appointment of Donald L. Aiken to the position of Regional Public relations officer for Trans-Canada Air Lines has been announced. Mr. Aiken will be based in Winnipeg and he will be responsible for public relations functions in the Saskatchewan, Manitoba and Lakehead areas.

Mr. Aiken was born and raised in Winnipeg and prior to World War II was a school teacher in rural Manitoba. During the war he was a navigator with the RCAF and on his return to civilian life he joined the staff of the Winnipeg Tribune as reporter.

Leavens Maintain Aeronca Dealership

Leavens Bros. Limited, of Toronto, representing Aeronca Aircraft Corporation in Canada, will continue this association. During a visit to Toronto recently, George B. Millard, sales manager of Champion Aircraft Corporation, which has purchased from Aeronca all parts and manufacturing rights together with tooling and design data for the Aeronca Champion, said the new company will continue the arrangement whereby Leavens Bros. Limited will act as Aeronca distributors. Leavens Bros. already maintain a large stock of parts in Toronto for the Aeronca Champion, Chief and Sedan.

The new company will, in future, supply all parts for this model aircraft as well as Champion parts interchangeable on other Aeronca models.

The new company will also build improved models of the Champion from agricultural, instructional and private use.

**Mike Nelligan**

Appointment of J. Michael Nelligan to the position of Public Relations Officer (Toronto) for Trans-Canada Air Lines has been announced.

Mr. Nelligan, a graduate of the University of Western Ontario, was formerly on the staff of the Hamilton Spectator and later was employed in public relations work for the Pakistan Government. Immediately before joining TCA he served in the RCAF Public Relations in the United Kingdom and Canada. Mr. Nelligan will be associated with D. F. Barclay, TCA's regional public relations officer in Toronto.

Helicopter Rescues Chimney Inspector

"What I need in my business is a helicopter," F. J. Esson said recently when assisted at Saint John, New Brunswick, after six hours and 16 minutes atop a 150-foot chimney. The chimney inspector from Toronto had been marooned all day on the lofty perch, when a ladder broke. A RCAF "flying egg-beater" from Greenwood, N.S., took him off.

The drama attracted about 2,000 spectators.

Although the first rung broke when Esson started up a steel ladder inside the chimney, he continued to climb. Two more rungs snapped about six feet from the top and "it was hard enough to grab the remaining rungs and climb up."

The highest aerial ladder of the fire department here is eighty feet, so an RCAF helicopter was requested. It lowered a basket and Esson stepped into the cage-like contrivance to be flown to a nearby field.

Canadian Airman Takes NATO Post

A young Canadian airman with a flair for handling tough jobs has stepped into one of NATO's top posts.

He's Air Commodore I. C. (Cy) Cornblat, a chubby, pipesmoking career officer from Ottawa, and his new assignment is as No. 2 man at the headquarters of Allied Air Forces Central Europe (AFCENT) at Fontainebleau, France. The 40-year-old native of Smiths Falls, Ontario, has the title of Assistant Chief of Staff for Administration.

Cornblat, one of four RCAF air commodores serving with NATO, got the new post on the strength of his showing with Allied Air Forces Central Europe (AIRCENT). He joined AIRCENT headquarters as chief of organization and manpower a year ago and almost immediately was handed the difficult chore of revamping the command.

C. C. Booth

Brig. C. S. Booth, 57, senior Canadian representative to the International Civil Aviation Organization at Montreal, has been appointed assistant deputy minister of transport.

His responsibilities in the new post will include supervision of administration, legal, financial and other services, the announcement said.

A native of Malvern, Worcestershire, England, who came to Canada in 1912 and was educated in law at Winnipeg, Brig. Booth is a veteran of two world wars. He practiced law in Winnipeg for 16 years and in 1940 was elected Liberal member of Parliament for Winnipeg North.

CF-100 For NATO?

Canadian officials are still hoping that the Canadian-designed CF-100 all-weather jet fighter may be adopted for use by NATO. The present position apparently is that NATO has a requirement for 400 all-weather fighters. There are only two aircraft in production which fill the bill. And the CF-100 is one — and perhaps the better of the two. But there's a financial problem seen. Few NATO countries have the dollars to buy military aircraft. The vacuum might have to be filled through U.S. or Canadian mutual aid programs.

**J. M. Robins**

J. M. Robins, former assistant secretary of the Air Transport Board, has been appointed sales promotion and public relations director for Associated Airways Ltd.

Mr. Robins joined the ATB in 1949 and for 3½ years was head of the license division where his duties included collecting reports and processing applications for commercial air services in Canada. He moved from there to the post of assistant secretary, the general administrative post for the board.

A/C Hurley Retires

Air Commodore J. L. Hurley, CBE, of Fredericton, N.B., Commandant of the RCAF Staff College at Toronto for the last two years, is retiring from the service.

Jack Sanders

Jack Sanders has joined Aero Engineering Ltd., of Edmonton, as chief engineer from Canadian Pratt & Whitney Ltd., production engineering division. He started working for the aviation industry in 1938 with Tasman Empire Airways in New Zealand. From that time on he has been engaged in engineering supervisory positions with such companies as Bristol, BOAC, N.Z. National Airways Corp., and DH Aircraft Co. (N.Z.).

G/C R. C. Stovel

G/C Richard Carlton Stovel, AFC, of Winnipeg and Vancouver, RCAF representative on the staff of the Military Standardization Agency, Canadian Joint Staff, London, England, has been appointed Commanding Officer of the new RCAF Station at Cold Lake, Alberta.