

News Roundup



THE HANDSOME NEW TERMINAL at Halifax International Airport is shown in this Department of Transport photo. Building at upper left is new Fairey Aviation hangar. The 165,000 sq. ft. \$4.5 million terminal houses the most modern passenger facilities as well as all essential DoT services.

Simulated Checks

According to a recent COPA report to its members, the DoT is considering permitting semi-annual Instrument rating checks to be taken in flight simulators or Link trainers. At present, a check flight must be made in the company of a DoT inspector.

COPA says that not only is the DoT short of instrument check pilots, but that many operators at major terminals have been complaining that check flights interfere with regular arrivals and departures of scheduled flights. If the proposed plan to use Link or simulators were adopted, the number of check flights would be reduced by about half.

Black Brant II

The DRB this year will launch Canada's greatest rocket research program — 12 to 15 firings from Fort Churchill between now and July 1961.

The rockets will be used to test solid propellants developed by the Board's establishment at Valcartier, Que., and for upper atmosphere research. In some cases, both purposes will be served at the same time. Three of the rockets will be used to study a newly-discovered phenomenon causing communications blackouts — polar cap absorption of solar rays.

Dr. A. H. Zimmerman, DRB chairman, said he is very hopeful that the rocket — known as Black Brant II — will become a standard research tool not only for Canada but for other

countries as well. The Board may be able to sell it to the U.S., for one.

Dr. Zimmerman said the Canadian program is complementary to that of the U.S. and Russia and will fit into the U.S. family of research rockets.

"The U.S. and Russia have left the upper atmosphere behind and gone right into space. This has left a tremendous number of problems in near space which have to be solved. This is the area in which we have been and will be making a real contribution."

Canadian research in the upper atmosphere is mainly concerned with phenomena which affect northern communications such as aurora, solar flares and cosmic rays.

A Canadian satellite to study the top layer of the ionosphere will be launched by a U.S. rocket from California some time between November 1961, and March 1962.

The history of the Black Brant is one of continuous success so far. Twenty-five feet long and 17 inches in diameter, it was developed by the Valcartier establishments. It has had 15 successful static tests and four successful launchings out of four tries from Fort Churchill last year.

The new Black Brants will attain altitudes of about 150 miles with instrument payloads of some 150 pounds. The solid propellant enables them to be fired immediately a solar flare or auroral display is detected.

Dr. Zimmerman indicated that the Black Brant may be in use for some five years or more as a research tool.

Cranbrook Night Facilities

Night landings of aircraft at Cranbrook, B.C., are now possible. Vastly improved regularity of service will result.

The DoT has turned over to the city a \$13,700 low intensity lighting system along the length of the runway.

Auto Parts for A/C

The DoT has approved the purchase from auto supply houses for use in aircraft without release notes, of parts for aircraft starters, solenoids, generators and similar equipment, which are in common with parts used in corresponding automobile equipment. However, the parts concerned must be obtained in sealed factory containers.

Muirhead Literature

Two new product catalogues, "Muirhead Control Synchros" and "Muirhead Servomotors", are now available from Muirhead Instruments Ltd., 677 Erie St., Stratford, Ont.

New Aero Course

An important addition to aeronautical education facilities in Canada has been made by the Province of Ontario's Ryerson Institute of Technology, which is now offering a three-year course in aeronautical technology.

Ryerson says that the course qualifies graduates for positions as research & development technologists, stress analysts, aerodynamic and flight testers, aerial surveyors, design draftsmen, inspectors, and technical sales representatives. Graduates of the Toronto Institute will also be eligible for commissions in the RCAF.

Aeronautical Technology students take a common first year with all other Ryerson students of technology and a common second year with students of Mechanical and Metallurgical Technology. Aeronautical specialization begins in the third year, and new laboratories for this specialization became available at the beginning of the 1960 term this month.

Subjects studied during the year of specialization include mechanics of materials & machines, aeronautical design, applied thermodynamics, mechanics of flight, meteorology, and mechanics of fluids.

The Aeronautical Technology department is headed by G. Nicholson,

B.Sc., M.I.Prod.E., A.M.I.Mech.E. The advisory committee for the course comprises Prof. T. R. Loudon (chairman), assistant to the chief engineer of de Havilland Canada; Air Marshall W. A. Curtis, vice chairman of the board, A. V. Roe Canada Ltd.; and R. D. Hiscocks, asst. chief engineer, de Havilland Canada.

New Jet Igniters

Champion Spark Plug Co. has announced the release of two new long-life jet igniters fully-approved by Pratt & Whitney and the FAA for Boeing 707 and Douglas DC-8 engines.

The new AA37S is for the JT3 engine and will replace the Champion AA158. The AA42S is designed for the JT4 engine and replaces the Champion AA16S.

Aerobatic Area

The DoT granted permission to the RCAF to conduct aerobatics up to an altitude of 6000 feet ASL on Victor Airway 216 between Mitchell intersection and the intersection of the 317° M radial from the London VOR.

In order that adequate protection

can be given to IFR aircraft operating along this route, the MEA has been raised for this segment of V216 to 7000 feet ASL.

Pilots of all VFR aircraft operating below this altitude along or through this segment of V216 should exercise extreme caution.

New Lines for R & PE

Railway & Power Engineering Corp. Ltd., has been appointed Canadian distributor for Wood Electric Co. Inc., manufacturers of circuit breakers and RF coaxial connectors. The Montreal manufacturers' agent has also been named distributor of the fluorocarbon products in sheet, bar, tube, moulded and machined forms, as manufactured by W. S. Shamban & Co.

Letters to the Editor

Waning Star

Sir:

I have just read Robert G. Halford's "North Star on the Wane" in *AIRCRAFT'S* July/60 issue and hereby extend my sincerest congratulations.

As a frequent traveller across Canada, I have spent many hours in these "grandes dames" of the sky and I have often hoped that someone would put their story into

print. Thank you for the fine job.

As they quietly disappear from the scene, I can't help but think: "Sic transit gloria."

PATRICK J. CURRAN

North Bay, Ontario.

The Model Business

Sir:

I enjoyed reading the article on page 36 of the July issue of *AIRCRAFT* concerning the lack of firms engaged exclusively in the building of custom models.

This article struck especially close to "home" since my brother and I have been doing this type of work for about the past 25 years as a "sideline". Actually, we started building models about ten years before that, which gives me about 35 years experience and my brother about 33 years.

Most of our work has been purchased by Bell Aircraft Corp. although we have done work for Stinson, Curtiss-Wright, Fairchild, Waco and the Franklin Institute of Philadelphia. We are very proud that the former editor of "Aviation", an American publication now called "Aviation Week", also purchased some of our models; this was Mr. Edward Warner. Wiley Post also was a recipient of our work. A Bell X-1 model built for Bell Aircraft Corp. now reposes in the Smithsonian Institution. Another model for Bell, the "Rascal" missile, was displayed at the Wright Field office of the USAF at Dayton, Ohio.

I've always been inclined to place this type of model in the same category as paintings, sculpture, etc.; that is, each project was of such individual requirement that I never thought of it as a business that could be organized in the manner of Westway Models

FOR TRANSAIR AT GATWICK

... the advantages of Esavian Hangar Doors

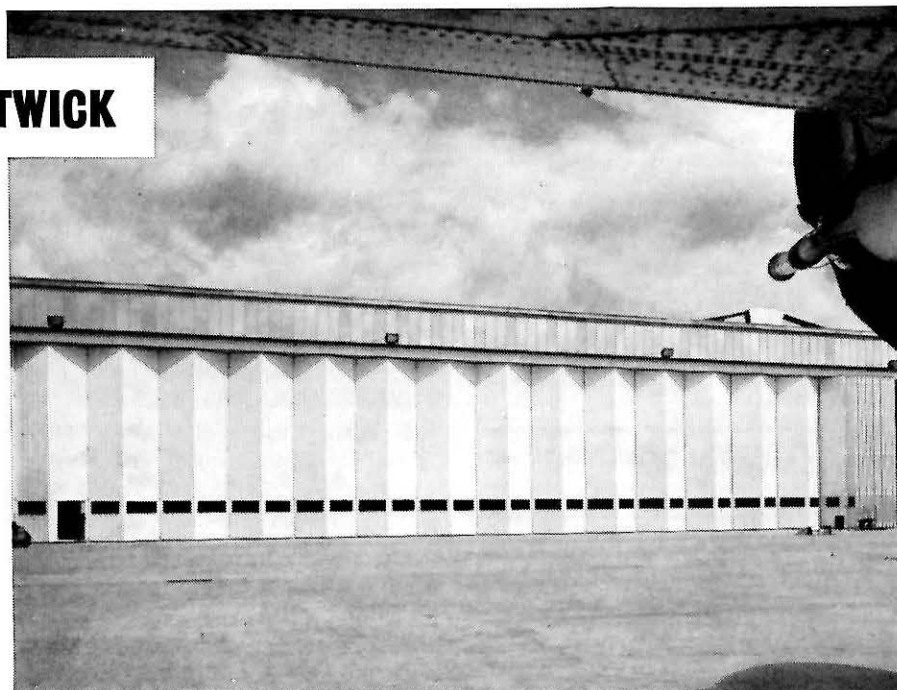
Enclosing two bays, these 280' x 30' Esavian folding and sliding doors provide easy access, full protection and maximum interior space.

They are electrically operated in such a way that either bay can be opened or closed in one operation. Their double-sheeted aluminium construction provides wind resistance of up to 25 lbs. per sq. ft. pressure with extremely light weight. Eye-level glazing, thermal insulation and personnel doors are built in.

And all this is achieved on a single track. No allowance has been necessary for storage of the doors. All space is working space.

From many similar installations, in Britain and abroad, our technical staff have amassed 'on site' experience which they are pleased to offer to architects and consulting engineers working in this or related fields.

ESAVIAN LIMITED, Stevenage, Herts, England



One of the two Transair Hangar Bays at Gatwick Airport. Architects: Clive Pascall and Peter Watson, F/A.R.I.B.A.

THE **ESAVIAN** PRINCIPLE

FOR FOLDING AND SLIDING DOORS, WINDOWS, PARTITIONS AND SCREENS

SALES: David McGill & Sons Ltd., 16 St. Johns Road, Pointe Claire, Montreal, 33

MANUFACTURING SERVICE & PARTS: Hall Engineering Ltd., 45 des Seigneurs Street, Montreal