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Readers' Voice

(Continued from page 22)

chaser would think twice and maybe three or four times if he knew how difficult it has become to acquire a Private License.

It is unfortunate for Canadian aviation that we do not have more pilots like Mr. McVicar who can think for themselves and are not too timid to step out of line and speak up.

Yours very cordially,

D. K. Orr.

Box 29, Senneterre, Quebec.

Plan Oshawa Show

Dear Sir:

The Ontario County Flying Club, in conjunction with the Oshawa Junior Chamber of Commerce, is sponsoring Oshawa's Fourth Annual Air Show on Saturday, May 28 this year.

The theme of the Show is "Air Age Education" and we mean just that. We hope to bring to the people the advantages, safety and thrill of flight. We wish to point out the development in air transportation, both passenger and freight, and we plan to display Canada's Air Defense as far as possible.

Our hangar will be available to all companies as salesroom for both new and used light and executive type aircraft.

It is felt that Canadian Aviation might be interested in bringing this event to the attention of all who are interested in aviation.

Yours very truly,

ONTARIO COUNTY FLYING CLUB

George C. Hurren
Secretary-Manager

Favors New License

Dear Sir:

I took a great deal of interest in the views of D. M. McVicar expressed in the February issue concerning the new regulations for Private Pilot's Licenses. Although I do not wish to seem impertinent in the face of Mr. McVicar's no doubt broad experience, I would like to take exception to some of his ideas.

Granted, the grant offered is somewhat insufficient. However, when the Government makes a commitment such as the subsidy plan, it must tread very gently on the thin ice of its own making. Personally, I think that these new regulations are the first step in

a progressive way, which the Government has made in years.

Don't get me wrong. I can see your financial point of view. But I can also see any day and have seen many times licensed private pilots who are unable to execute a good clean steep turn or who have landed their aircraft in a farmer's field (if they are lucky) because they had never found it necessary to use that good old compass...

I am aware of your position Mr. McVicar. Twice also have I been in the position where licensed private pilots have brought themselves and, in one case, a passenger to their deaths through ignorance of the stalling characteristics of their aircraft.

These mishaps coupled with the others experienced by "hotshots" with less than 50 hours are due to inexperience. The new regulations do away with this to a certain extent. Best regards.

David M. Holmes,
Roseland, Ont.

Technical Topics

(Continued from page 24)

Sheridan says. It may be a year or more before they can guarantee delivery.

"Zero Readers will make air travel safer," Captain Sheridan emphasizes. "They will make airline schedules as reliable in winter as in summer. In consequence, the airlines will make money. If that isn't revolutionary, I will swallow those annual financial reports, red ink and all."

JETS ON RUNWAYS

THE HEAT from jet engine exhausts is not likely to be harmful to airport pavements according to the findings of investigating engineers in the United States. It has been discovered that whereas temperature of the jet exhaust is 400 deg. C (752 deg. F) at the outlet of the tail pipes, it diminishes rapidly to 52 deg. C only two feet above and below the point where the heat emerges from the nozzle. However, the temperature does climb again to 75 deg. C (167 deg. F) at a distance three feet above and three feet below the tail pipe nozzle at a point 26 feet in the rear of the nozzle.

It is pointed out however that heat from the sun on the pavement is frequently as high as 140 deg. F. thus

(Continued on page 74)

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Technical Topics

(Continued from page 72)

the jet heat is harmless to airfield pavements.

There is some danger that jet fuel spilled on certain portions of airfield pavements will be harmful. The U. S. Army Corps of Engineers make special provision to protect surfaces from this effect. Such surfaces comprise relatively small, well-defined areas on airfields however.

While realising that future changes might modify their conclusions, paving engineers are not too greatly concerned about these matters at present. They can make special provisions for fuel spillage in the relatively small areas affected. Moreover, designers and manufacturers of jet engines state that foreseeable technological developments will prevent fuel spillage in future.

THE IMPORTANCE of traffic control and the useful spheres of power units from pistons to rockets were surveyed by Peter G. Masefield, Director-General of Long Term Planning, England, in an analysis of civil aviation trends. Some of his observations:

"Air traffic control is costing some millions of dollars a year at present but is losing many more millions because air traffic has outgrown the control. Improved methods of air traffic control are essential. Indeed, turbine aircraft cannot be operated efficiently until that progress has been made.

"The most hopeful direction for progress appears to be that of automatic landing in all circumstances, the air crew and the ground scanners acting as monitors of the approach and landing. Until aircraft can be landed safely on individual runways in all weathers at a rate of not less than 30 per hour, the full realization of Air Transport cannot be achieved.

"Cheap, fast, air transport, depends on the solution of the problems of air traffic control.

"Engine developments for civil aircraft are of the utmost importance. Each of the various types of power plant—from the long-established reciprocating engine to the rocket of the future—has its sphere of maximum use.

"(a) The standard piston engine is suitable for operations over all but the very long ranges. In the present state of the art, its most economic

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Non-stop 'Round-the-World Flight Made by U.S. Bomber in 94 Hours

(Pictures and map on Page 19.)
Fort Worth, Tex., March 2.—(AP)—The United States Air Force has circled the globe non-stop for the first time.
The Lucky Lady II, a B-50 medium bomber, and her crew of 14, surprised the world today by winding up the epochal feat here. Refueling on the wing made it possible.
Ninety-four hours and one minute.

"It seems to me you can go just about anywhere in the world any time," Gen. Curtis E. Lemay, chief of the Strategic Air Command, was asked if this meant that, using the aerial refueling methods, "you can go anywhere in an A-bomb."

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