

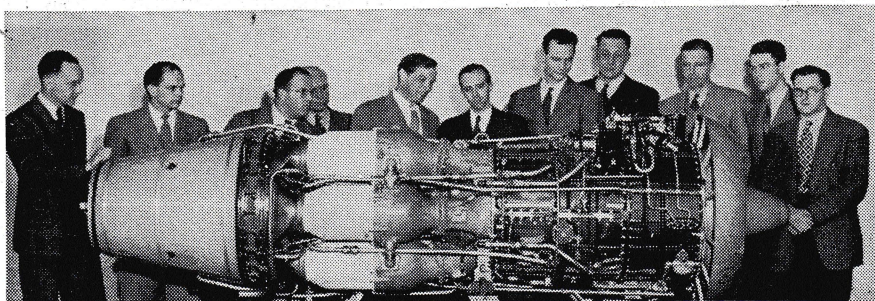
# "What's in the Air"

WITH such alluring distractions as a sojourn in Bermuda (see below) and the supervision of front cover models (see pps. 30-31 and cover), the most surprising feature of this issue is the fact that we have managed to get it to press.

Contrary to prevalent opinion, Bermuda is more of a summer than a winter resort. The best holiday season there is just starting. Thus TCA's Canada-Bermuda service (page 37) is getting under way at an opportune time.

The M-2 North Star's pressurized cabin certainly pays off in passenger comfort. We flew as high as 18,000 ft. en route from Bermuda but there was not the slightest discomfort at any time. The noise level has been reduced considerably, compared with the M-1.

**Front Cover:** Debarking from a Lome Airways Bonanza are, right to left, Ron Bauman, Fred Hotson, Dolly Harding and Agnes Mooney.



SOME OF THE MEN BEHIND THE CHINOOK: (left to right) P. R. Woodfield, senior mechanical test engineer; J. L. Brisley, senior engine test engineer; D. W. Knowles, chief test engineer; W. C. Barlow, chief draftsman; Winnett Boyd, chief designer and ass't chief engineer; P. B. Dilworth, manager and chief engineer; M. A. Phipps, ass't designer; F. M. Staines, chief inspector; D. G. Shepherd, chief experimental engineer; D. H. Parker, ass't designer; and F. H. Keast, aerodynamic and performance chief.

**Speaking of Safety.** The self-styled hottest aviator in the Canadian sky is with us again as Pylo Terror puts on a repeat performance (page 34). While the Scourge of the Canadian Sky appears as a buffoon, the subject of flying safely is no joke. One of the most outspoken and effective statements on this subject was penned recently by George Hurren, chief instructor of the Oshawa Flying Club. Referring to two low-flying crashes, one fatal, George wrote in *The Aero-gram*, his club's paper:

"Why this terrible urge? Why must this terrible price have to be paid in order that pilots can satisfy their desire to wave to friends on the ground? Air Regulations clearly state that a minimum altitude of 500 ft. must be maintained at all times except when landing or taking off. At

500 ft. there are no knolls or trees to cause these fearful accidents. The cause of these accidents must not be overlooked; they must be brought vividly to light so that further loss of lives and property can be avoided

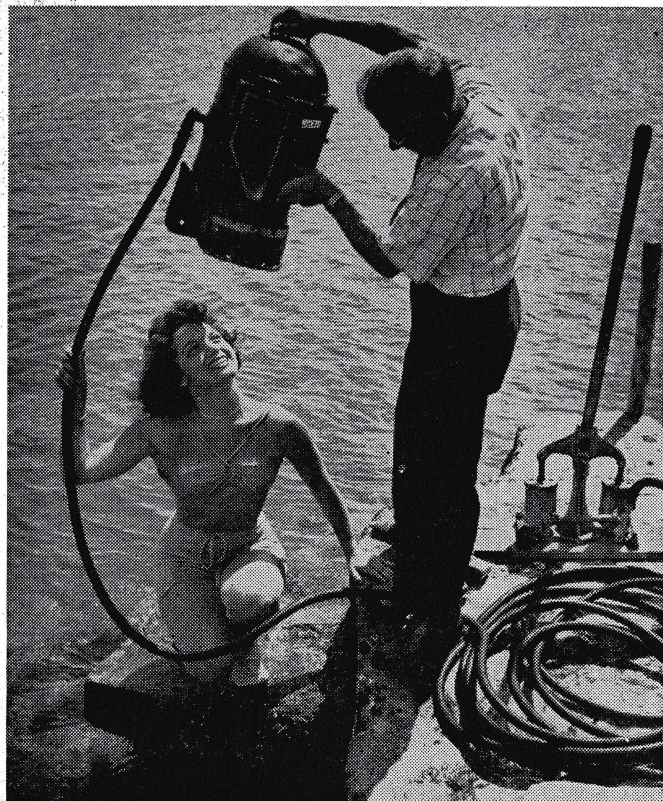
"We at the club look back at the steps we have taken to avoid these tragedies and now they seem to have been so very inadequate. In recreational flying a pilot obtains his flying license and becomes master of his ship. As it should be, the wise pilot becomes confident in his ability and improves his flying technique as he attains more and more flying hours.

"However, there is a dangerous period—and I hope all pilots note these words—a very dangerous period between 75 and 150 flying hours, when some pilots believe they are capable of flying any aircraft anywhere in any manner.

"Don't let this happen to you. Stop and think. Do your recreational flying safely and sanely. Regulations are not a detriment to pleasure flying. They are meant to protect lives and property, as are highway traffic laws. Adhere to them and help advance this great sport rather than becoming a constant worry to those responsible for your safety and the safety of others."

**Chinook**—According to press-time reports, the actual findings of test runs with the Avro Chinook jet engine make it clear that the project already can be termed a success.

In view of this effort and the C-102 jet airliner project, also at Avro Canada, the discussion of the jet air transport future, on page 26, is a timely topic. It would be surprising if all our readers were to agree with the argument. However, author Jim Floyd presents a convincing case for the jet in civil aviation.



This picture may have slight connection with flying but it does symbolize the attractions of Bermuda which are now only a few hours, via TCA, from eastern Canada.