weight of 13,000 lbs, The Communaute is powered by two Turbomeca Bastan engines rated at 750 hp each, and boasts a cruising speed of 335 mph max.

Avian Accident Report

Pilot inexperience and an unplanned take-off have been blamed by the DoT for the accident which wrote off the first prototype Avian 2/180 at the Waterloo - Wellington Airport, Ont. last April.

The aircraft, which was undergoing high speed taxiing and acceleration tests leading up to DoT certification, left the ground and climbed to an estimated 50 to 100 feet, then crashed on the runway in a nose-down attitude. The pilot, Emil Zuber, was alone at the time and escaped with injuries.

According to the official accident report, when DoT investigators examined the wreckage, it was found that the collective pitch control was jammed in the "full up" position, which is only used for a jump take-off. The pilot stated that the did not move the collective pitch lever but considers that it must have been jolted to the "up" position. Examination of the lock on this control indicated that it was adequate for its purpose, but there was a possibility that the control had been incorrectly set at an intermediate position for decelerating the rotor.

The accident report concluded: "The aircraft inadvertently took off during taxiing tests when the collective pitch control was either jolted or selected to the full up position. Due to inexperience on rotary wing aircraft, the pilot was unable to control the aircraft when it became airborne."

Contracts Awarded

Contractors awarded business in excess of $10,000 by the Department of Defence Production during the period August 1 - 31, 1960, include the following. The list does not include orders placed by the Department outside Canada, or with other agencies or increases in orders placed earlier — nor do orders classified as secret appear here.

Names appearing in bold face are current AIRCRAFT advertisers.

Aircraft Industries of Canada Ltd., St. Johns, Que., $10,000 for repair and overhaul of airframes and airframe components during year ending March 31/61.

Aviation Electric Ltd., Montreal, $152,072 for aircraft spares.

Aviation Electric Ltd., Montreal, $63,212 for oil pressure transmitters.

Canadair Ltd., Montreal, $14,323 for emergency oxygen drop down system kits.

Canadian Curtiss-Wright Ltd., Toronto, $454,909, for aircraft spares.

Canadian General Electric Co. Ltd., Toronto, $10,206 for aircraft instruments.

Canadian Vertol Aircraft Ltd., Arnprior, Ont. $32,512 for helicopter spares.

Canadian Westinghouse Co. Ltd., Ottawa, $10,241 for aircraft spares.

Collins Radio Co. of Canada Ltd., Toronto, $64,607 for range indicators.

Collins Radio Co. of Canada Ltd., Toronto, $14,843 for antenna.

Godfrey Engineering Co. Ltd., Montreal, $11,907 for modification kits for brake assemblies.

Goodyear Tire & Rubber Co. of Canada Ltd., Toronto, $40,070 for aircraft tires.

Irvin Air Chute Ltd., Fort Erie, Ont. $13,098, for spares for aircraft towed target gear.

Northwest Industries Ltd., Edmonton, Alta., $11,878, for technical publications.

Pennsalt Chemicals of Canada Ltd., Oakville, Ont. $12,353 for aircraft cleaning compound.

Raytheon Canada Ltd., Ottawa, $89,216 for electronic tubes.

Shell Oil Co. of Canada Ltd., Toronto, $26,908 for aircraft engine oil during year ending March 31/61.

Sperry Gyroscope Co. of Canada Ltd., Montreal, $620,791 for models control equipment.

Avro Aircraft Ltd., Toronto, $71,580 for supply and installation of electronic controls for high speed wind tunnel — Ottawa (Uplands), Ont.

Ampex of Canada Ltd., Ottawa, $15,096, for airborne multichannel magnetic tape recording facility.

Aviation Electric Ltd., Montreal, $61,771 for aircraft spares.

Aviation Electric Ltd., Montreal, $10,935 for generators

Aviation Electric Ltd., Montreal, $34,776 for aircraft main wheel assemblies.

Avro Aircraft Ltd., Toronto, $36,817 for technical representatives during year ending March 31/61.

Bristol Aero-Industries Ltd., Winnipeg, $26,218 for airframe spares.

Canadian Aviation Electronics Ltd., Winnipeg, $15,617 for installation and testing of microwave equipment.

Canadian Curtiss-Wright Ltd., Toronto, $33,494 for aircraft spares.

Canadian Curtiss-Wright Ltd., Toronto, $140,542, for aero engine spares.

Canadian Marconi Co., Montreal, $1,184,019 for airborne navigation equipment.

Canadian Marconi Co., Montreal, $145,590 for magnetrons.

Canadian Pratt & Whitney Aircraft Co. Ltd., Montreal, $17,467 for propeller spares and tools.

Collins Radio Co. of Canada Ltd., Toronto, $17,389 for electronic equipment.

DeHavilland Aircraft of Canada Ltd., Downsview, Ont., $2,957,080 for aircraft.

DeHavilland Aircraft of Canada Ltd., Downsview, Ont., $218,028 for aircraft propellers and spares.

DeHavilland Aircraft of Canada Ltd., Downsview, Ont. $40,733 for aircraft spares.

DeHavilland Aircraft of Canada Ltd., Downsview, Ont., $23,000 for engineering consultant services during period ending March 31/61.

Delta Aircraft Equipment Ltd., Toronto, $18,666 for antennae.

Dunlop Canada Ltd., Toronto, $107,940 for aircraft tires.

Fairey Aviation Co. of Canada Ltd., Dartmouth, N.S., $89,922 for painting of aircraft.

Fleet Manufacturing Ltd., Fort Erie, Ont., $118,966 for sonar domes.

Hunting Survey Corporation Ltd., Toronto, $45,443, for aerial photography and topographical services.

Martin-Barker Aircraft Co. Ltd., Collingwood, Ont., $19,266 for accessories for flying clothing.

A. E. Simpson Ltd., Montreal, $40,764 for aerial photography and topographical services.

Standard Aero Engine Ltd., Winnipeg, $63,606, for aircraft engines.

FIBREGLASS SAILPLANE

EDMONTON FIRM PRODUCING REINFORCED POLYESTER GLIDERS

A focal point of interest at western Canada gliding meets and the the Canadian National Soaring Contest this summer was a Canadian-built all-fibreglass sailplane, the Viking, which an Edmonton company is putting into series production.

The company, Fiberlite Products Ltd., is headed by Oscar (Pete) Peterson as president, and Paul Tingskou as secretary-treasurer. Peterson and Tingskou say that the Viking is the world's first production fibreglass glider, though there have been other experimental machines, notably the German Phoenix, built on a one-off basis of reinforced polyesters.

The Viking seen around the Canadian soaring circuit in recent months is the pre-production prototype. Production examples will incorporate some minor modifications dictated by experience with the prototype, the most important of these being slightly increased wing area. The production version has a wing span of 49 ft., a length of 22.5 ft., a wing area of 130 sq. ft., and a weight of 450 lb.

Performance of the prototype has exceeded expectation with a still air glide ratio of 34.1. It is expected that the refinements being incorporated in the production Viking may make possible even better performance.

First production models are scheduled to leave the Fiberlite plant in December and will include such advance features as a laminar flow airfoil and a quick-release safety canopy.

Estimated price of the Viking is $2000 FOB Edmonton, which compares very favorably with the cheapest conventional sailplane construction kits currently available. These carry a price tag of approximately $1850 FOB the manufacturer's plant in the U.S.

Paul Tingskou sits in Viking cockpit; holding canopy is Oscar Peterson

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