

Business and Private



PAGE-CANNET AMPHIBIAN is modernized Grumman Widgeon powered by 300 hp Lycoming R-680's in place of 200 hp Rangers. Cruising speed (66% @ 8000 ft.) is 170 mph; gross weight of modified airplane is 5500 lb.

Eviction Notice at Malton

The DoT has served notice of eviction to the Toronto Flying Club and other companies using the war-time hangars at Malton Airport. The date set is March 31, 1960. The move comes as no surprise since the DoT has stated its intentions of tearing down the old beam and shingle structures as part of an airport-wide modernization program many times in the past five or six years. The question has always been: When?

Many business aircraft operators who have been utilizing space in these hangars will be affected. The Timmins Aviation Centre, the first hangar of which has been leased in its entirety by Imperial Oil's Aviation Division, suddenly looks more attractive. It seems to some observers a distinct possibility that John Timmins may get the support for a second hangar that has not been, so far, forthcoming. Another possibility is that three or four companies may band together to build a hangar.

At the same time as the DoT move, came word that Avro Aircraft is proposing to lease hangar space at Malton to corporation aircraft owners. In charge of the Avro rental project is Don Rogers. Details on this move were unavailable at time of writing.

DoT Recognizes CBAO

The DoT has formally recognized the Canadian Business Aircraft Operators as a new aviation organization in Canada. As such, the CBAO will be consulted on any proposed changes of flying regulations in Canada. Further, the individual members of CBAO will receive all orders, notices and literature

put out by the Department on aviation matters.

At a meeting held late last month in Toronto, the members discussed a recent proposal of changes to air regulations in Canada. Due to the ramifications of these changes and the lack of time to consider them as a body, it was decided that a representative committee should be formed.

Other matters up for discussion were: the CBAO's annual convention which will be held at St. Jovite, P.Q., in conjunction with the COPA convention October 16, 17 and 18; the problem of buying adequate loss-of-licence insurance; and the possibility of getting some action on the Customs clearing routine when flying between Canada and the U.S.

Cessna 210 Approved

On completion of a successful flight test program, the FAA in the U.S. has granted a type certificate to Cessna Aircraft's new Model 210. The new high-wing, single-engine retractable gear 210 will go into production later this year. It is expected to be shown to Cessna dealers in early September.

Border Crossing Charges

Pilots of U.S. light aircraft returning from Canadian points on Sundays and holidays are protesting charges they must pay customs and immigration inspectors for overtime work. Sometimes these charges amount to as high as \$48. American and Canadian pilots for years have been protesting that they are being charged high fees to get into the U.S. while occupants of trucks, cars and buses are allowed to cross the border free of charge.

Mooney Distributor

Canadian Airmotive, Hamilton, Ont., has been appointed Eastern Canada distributors by Mooney Aircraft Inc. of Kerrville, Texas, manufacturers of the Mooney Mark Twenty. Canadian Airmotive's territory extends as far as Alberta. B.C. distributor, also newly appointed, is Western Airmotive Ltd. of Vancouver.

New 180 Amphibious Float

A new model amphibious float has been developed by the Edo Corp. for aircraft in the Cessna 180 class. Designated as Model 439-2705 float, the new amphibious gear features an hydraulic retraction system for the quadricycle landing gear. The new actuating system replaces the electrical mechanism previously used in the amphibious floats which were first marketed five years ago.

The landing gear system includes two main wheels with hydraulic brakes located just aft of the step. Two castering nose wheels are mounted at the bow. Mainwheels retract upward into a wheel well within the floats while the nose wheels swing up and forward.

The floats are currently offered with a hand-operated hydraulic pump. An engine driven pump, with all necessary installation accessories, will be offered in kit form. In either case, a small hydraulic reservoir is mounted on the fire wall. Approximately 43 strokes are required with the hand pump which is located between the two pilot seats. When wheels reach the limit of their travel, there is a positive build-up of back pressure. A system relief valve is provided to prevent damage to the hydraulic system.

Installation of the Model 439 float on the Cessna 180 has received FAA type certification. The flight test work was conducted on a Canadian registered 180 made available to Edo by Sanderson Acfield Aircraft Ltd., Toronto.

Single Fan Record

An unofficial world record for single engine flight of an Aero Commander was set in April when a twin-engine 680 took off on one engine from Belize, British Honduras, and flew on that single engine non-stop to Brownsville, Texas. The distance is 1248 miles.

While on a charter cargo flight out of McAllen, Texas, pilot Victor Stadter