

"What's in the Air"

OUR EDITORIAL chair collected dust for a two-week period in September while its occupant was wandering through the west. If one can "wander" at 240 mph, that is. We gained a striking impression of western Canada's new dimensions while travelling by TCA North Star. To anyone who has endured the long train haul from Toronto to the west coast, the miracle of covering the distance in a few hours will never lose its inspiration.

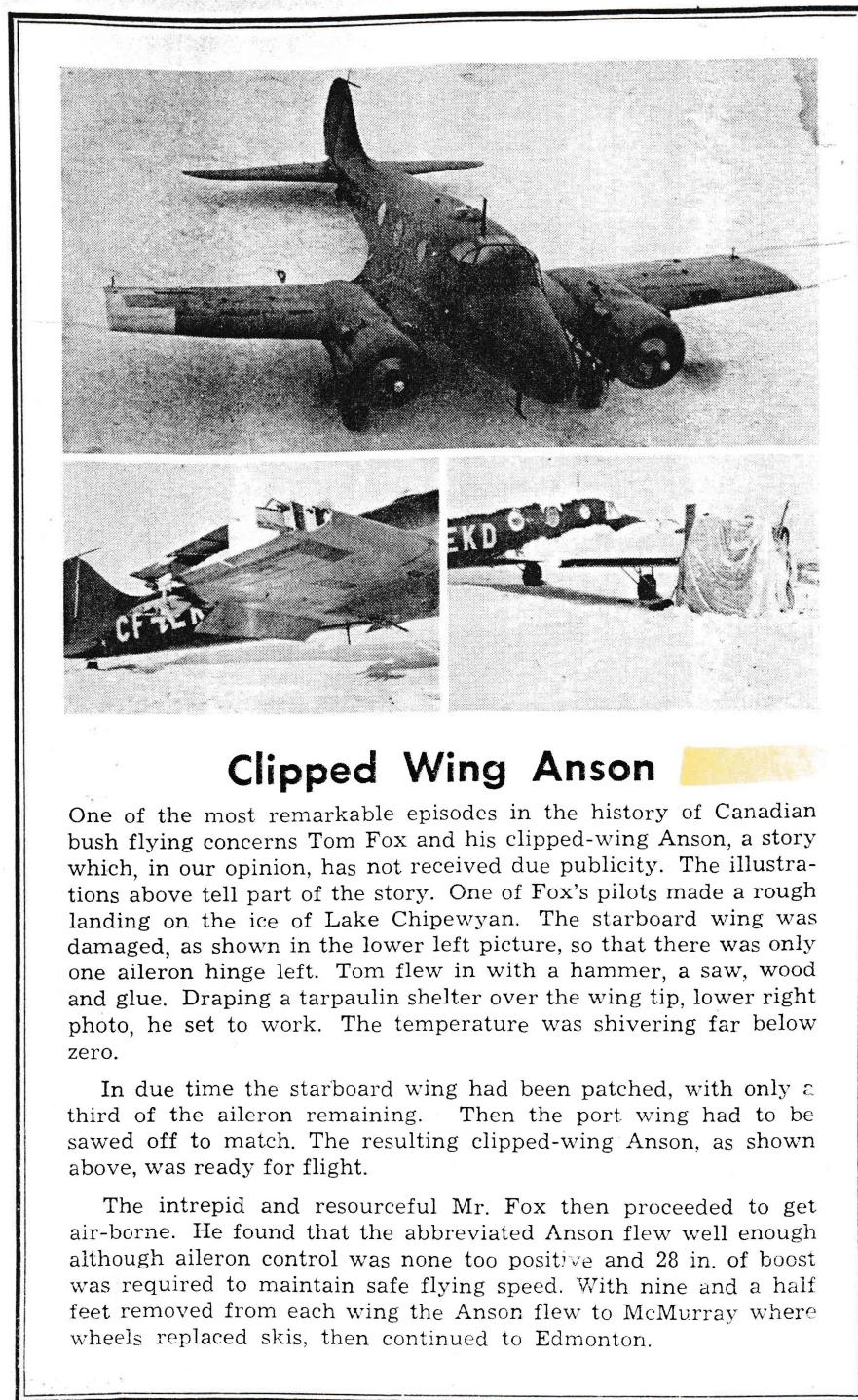
We overheard a smattering of criticism re the noise level in the North Star cabin. Our impression was that the noise is greater than customary, particularly during take-off and climb. We did not find it uncomfortable under cruising conditions.

In this connection, it was interesting to examine a new exhaust manifold design for the Merlin inboard engines of the North Star as it took shape in the TCA Winnipeg maintenance shops. This collector will lead the exhaust over the nacelle for discharge on the outboard side, away from the cabin. It is expected to reduce the noise problem considerably.

Really Big Business

One of the most dramatic scenes we have witnessed for some time was nothing more than a routine North Star arrival at the Lethbridge terminal. Watching the gleaming bulk of the 40-passenger aircraft loom out of the darkness of the taxiway and wheel about on the apron to discharge its load, we were impressed with the sudden realization that the Canadian airline is now really big business. The four-engined airliners have been flying at close to 100% load factor since their introduction to the main line services last June. If that type of business continues at anything like current levels, the airline will be doing very nicely.

Another picture which remains unusually vivid in the miscellany of western flight memories was glimpsed from the cabin of a North Star as we flew from Winnipeg to Toronto. Below us spread a white billowing sea of cloud. As the sun began to set,



Clipped Wing Anson

One of the most remarkable episodes in the history of Canadian bush flying concerns Tom Fox and his clipped-wing Anson, a story which, in our opinion, has not received due publicity. The illustrations above tell part of the story. One of Fox's pilots made a rough landing on the ice of Lake Chipewyan. The starboard wing was damaged, as shown in the lower left picture, so that there was only one aileron hinge left. Tom flew in with a hammer, a saw, wood and glue. Draping a tarpaulin shelter over the wing tip, lower right photo, he set to work. The temperature was shivering far below zero.

In due time the starboard wing had been patched, with only a third of the aileron remaining. Then the port wing had to be sawed off to match. The resulting clipped-wing Anson, as shown above, was ready for flight.

The intrepid and resourceful Mr. Fox then proceeded to get air-borne. He found that the abbreviated Anson flew well enough although aileron control was none too positive and 28 in. of boost was required to maintain safe flying speed. With nine and a half feet removed from each wing the Anson flew to McMurray where wheels replaced skis, then continued to Edmonton.

this cloudy sea was tinted crimson for a brief interlude. Then these colors faded, to be replaced in a short while with the radiance of a full moon glinting from the prop spinners and silvering the cloud pattern below.

One could not escape the realization that in our preoccupation with the commercial and time-saving features of air travel, we tend to forget that there is still a lingering beauty and romance in the skies.

Original Idea—One of the best ideas we have encountered in some little time was in effect at Chinook Air

Service, Calgary. Franz McTavish showed us a special bulletin board in his flight office on which the picture of each flying student is displayed. The pictures were grouped according to pre-solo, solo, private, commercial or transport qualifications. The name of each student was displayed prominently with the picture. Result: Students took a pride in moving from one group to the next. Furthermore, it was an ideal way of ensuring that students became acquainted with their fellows. Must be a help to the instructors, too.

—THE EDITORS