

ONCE THE DEPARTMENT of Transport gives Georgetown 's Aircraft the green light they'll be faced with with producing ton, Merle Reid, Esquesing and the sky vehicle in mass to meet an apparently hungry market. The 2-180 is designed for private use but has also Doug Latimer and Les Clark of received attention from the military.

THE AVIAN STORY

## Dreams of Group Materialize In New Flight Concept, Avian 2-180

AVIAN Industries Limited was formed in February, 1959, for the purpose of designing and subsequently producing a VTOL gyroplane for personal and business use. The nature of the market for this product indicated that this aircraft would have to be docile to fly and economical to operate by existing fixed wing pilots, without holding a heli-

Convinced of Tremendous Potential

A start was made with a design-group provided by a number of aeronautical engineers, who were convinced of the tremendous potential offered by the 2/180 concept. The Department of Transport was informed of the project, and were most generous in providing every assistance and advice. Initial funds needed to launch the project were offered by a group of far-sighted Georgetown businessmen. A Private Dominion Charter was granted, and the company began operations as Avian. Industries Limited, with a 100,000 authorized share capital.

rled forward into the spring first successful autogyro. and was progressing satisfact-

gramme. The first circuit flight, a department of transport specifi- duces lift. cation, was made on Tuesday, plane had taken off and landed gives the helicopter the ability the clutch can be engaged by close to 200 times on the air to hover. depressing the rotor pitch lever

Rotary Wing Flight

Basing the design on the long neglected auto-gyro (a name, by that if a blade could be made increased, giving a predeterthe way, which has since been with a high degree of stiffness, mined rotor r.p.m. The rotor

October 17th, with the members Avian 2/180. Ground resonof her installing staff comprised ance is a problem that has to suit flight conditions. of representatives from each of plagued rotary winged aircraft the eight lodges in the district. from their inception.

Grand; Mrs. Wellington Willett, with a ducted propeller. Noble Grand; Mrs. Al Zeravlev. vice grand; Mrs. Robert Allen.

made the table favours.

ation of the company, a proto- autogyro, belongs to a Spanish ed by a four point dynafocal type had been designed and Engineer, Senor Juan de la cradle, mounted to the airbuilt. Taxi tests continued Cievra, who started experimen- frame. Aft of the cabin bulkthrough the early winter, and in tal work in the year 1921. Three head is a section accommodatthe light of experience gained, years later, his endeavour was ing the fuel cells, containing on Improvements were made to rewarded when a compatriot, the prototype, 26 imperial-galcomponents in the basic des. Senior A. G. Spencer, on Janu- lons (23 U.S. gallons) giving ign. The programme was car. ary 9, 1923, flew the world's a range of 480 air miles. The tanks mounted above the en-

Helicopter and Auto Gyro gine thrust line give a gravity At this point, a brief des- feed to the carburetor. The damaged the first prototype, cription of differences between area under the fuel tanks is Certain components were re- the autogyro and the helicop- free space for utilization as a usable, but the sirframe was ter would be in order. The storage area or for extra fuel beyond repair. This of course, autogyro, comparatively well de- tanks. An extremely spacious entailed a revision in the pro-veloped before the war, utilizes cabin is provided ,and generous gramme. Work on the second a free wheeling rotor. The entry and exit is given by a prototype started at once, and rotor disk is inclined back, rel-side hinged plexiglass canopy this is the aircraft that is now ative to the aircraft datum, and wide opening door. The performing the current test pro- presenting a positive angle of tricycle undercarriage consists attack to the oncoming air. The of two main solid steel legs passage of this air passing thr- and an cleopneumatic fully ough the windmilling disk pro-steerable nose wheel.

depressing the rotor pitch lever

to its lowest point of travel,

giving zero incidence to the

When sufficient height is at

Knitting Needs

**OSBORNE** 

Flight Procedure The helicopter rotor disk! Two methods of becoming October 10th at the Wellington-lies inplane with the aircraft airborne are possible: the con-Waterloo Airport when test datum, and is deflected in var- ventional run or a direct jump pilot Harold Koehler took the jous modes by the cyclic mech-take-off. In the latter case, the craft to 1200 feet and flew a anism while being driven by procedure is as follows, with pattern around the airport lim- the engine. The fact that the brakes on, the throttle is one its. Prior to that the gyro- rotor is driven by the engine third opened. At this point, plane had taken off and landed gives the believator the shilly the slutch can be engaged by

> Description of the Avian 2/180 Gyroplane Avian engineers reasoned blades. The throttle opening is

superseded by the term gyro-combined with a strap system pitch lever is now pulled upincorporate design advances moments of the blade, a major system ward. This action has a two-made during the development stride would have been acof the later types of helicopter.

Credit for early accomplishments in the science of rotary

ments in the science of rotary

eliminates drag hinges and the other words the citch is charge. wing flight, as applied to the associated troublesome damp other words, the pitch is changers. It has been found that ed as in a variable pitch pro-Mrs. W. Willett New the blades neven go out of track peller. This action causes the even under the most arduous rotor blades to 'bite' the air, Rebekan Noble Grand operating conditions. To sum thus lifting the aircraft vertic-Miss Kay Perron, district de marize, it was felt and has now ally, using the kinetic energy puty president of Centre Dis- been proven that with the sys- stored during the spin up. trict No. 11 installed the of tem as outlined, the problem ficers of Verdun Rebekah completely eliminated in the lowered to a cruise lock posit-Lodge on Tuesday evening, completely eliminated in the lowered to a cruise lock position.

Mrs. Ed. Eyres from Buffalo, Perhaps the most noticeable a member of the lodge was here feature of the Avian 2/180 for the occasion as were several design is the extreme clean eguests from Brampton, Milton ess of aerodynamic form, due. and Toronto. Mrs. Merv Cook, in part, to the rear mounted. was installed as Past Noble engine configuration, coupled

Construction Carefully

Conceived chaplin; musician, Mrs. Fred The carefully conceived lay-Johnston: warden, Mrs. J. out serves a variety of purposes Walsh; conductor, Mrs. Thomas reduced cabin noise; reduced Eason: right supporter noble passenger hazard in a fire durgrand, Mrs. Peggy Wylie; left ing flight; and improved forsupporter, Mrs. Ernie Rawson; ward visibility for the pilot. right supporter vice grand, Mrs. The use of a small diameter Gordon King, left supporter, ducted propeller permitted the Mrs. J. MacMillan; colour bear rotor to be placed nearer the er, Mrs. Phyllis Lloyd; inside fuselage datum, thus improvguardian, Mrs. Jack Gudgeon ing the flying stability and reand outside guardian, Mrs. With ducing the overall height of the gyroplane. Ducting a propeller The large crowd adjourned to increases its static efficiency.

the banquet room where the producing high thrust, and also All Your Sewing and tables were decorated in a beau- provides the aircraft with a tiful autumn motif for the de-stabilizing unit for forward Vogue and Simplicity licious salad luncheon which flight, replacing the normal Patterns by McCall's had been prepared and planned function of a tail unit. The by the four group conveners rudder is mounted in the rear and their members. Mrs. Ernie section of the duct, taking ad-INTERIORS 6 Pearce did the table decorations vantage of the increased air Delrex Market - TR. 7-9091 Ernie Rawson had flow. A Lycoming 0-360A, 180 th.p. engine is installed, attach-

### Halton Conservatives Attend Toronto Convention out of the 100-odd on the com-

Several hundred people from nate as did Mac Sprowle from ville, Peter Tully, Burlington, ure at Varsity arena.

who live in the county.

The county executive were reless than a quarter of the pop-tien.

Milton received 1. Actoo. 1 to the convention, met on Sat-and Nassageweya and Esquesing and Sanday as well- as 1. Georgetown 2. Oakville 2 Trafalgar 2, Burlington 2, and what used to be Nelson, and is now the rural part of Burling

Many Georgetown people attended during the convention as did district residents. The delegates from north Halton included, Franklin Prouse, whe operates a car business here and in Acton, David Green of Mil-Georgetown. Der Carl Martin of Milton, attended as an atten-

Halton county attended the Esquesting Halton County had and Leslie Clark, Georgetown, Conservative convention at one a suite at the Park Plaza, for were on this group. Chairman of the committees, and also of time or another, during its ten delegates to meet and take a break from the three day con-There were 14 delegates frime vention. The Park Plaza, as well Gardiner, QC, Metro's mayor. the county, and two extra for as holding rooms for all ridings, the two members of parliament, had warious rooms set aside for plus three delegates at here condidates for the leadership, and committee meetings.

Mrs. Dweglas Latimer and sponsible for picking the debe Mrs. Les Clark attended a tea gates and tried to combine the at the King Edward where they various areas plus the popula met all the aspirants for the tion breakdown, to give a fair position of Premier. It was representation. In this way the head under the auspices of the northern end of the county with Collarse Wemen's P/C Associa-

ulation came out shead on the! The committees who evolve percentage of the 14 delegates, the party policy and present it

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the arrangements, was Fred

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WROUGHT

@rnamental

during the early part of the THE GEORGETOWN HERALD three day convention. Thursday, October 26th, 1961 Halton was well represented

on this group with a total of 3 PAGE 9 mittee. W. S. Thomson, Oak-

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