

# IT WOWS THE WORLD BUT IT LEAVES CANADIANS COLD!

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Edward Teach, a journalist writing for the independent Businessman, has called the gyroplane the "wows the world" but leaves Canadians cold." In the feature article in the June issue of T.B. Teach says "The world of aviation has been fired with a revolution in the aircraft industry that began five years ago in Georgetown, Ontario. The only people on this earth who don't seem the least impressed are Canadians."

The obviously impressed Mr. Teach goes on to say: "To the layman it looks like a helicopter, for there's a rotor circling above it and it has a similar shape. But that's where the similarity stops, for this creature has no more in common with a helicopter than a monkey has with a man."

First the helicopter wouldn't exist if it weren't for the world's military requirements. Armies, navies and air forces required the aircraft industry to produce an aircraft that would rise straight up. Much else has been sacrificed to allow vertical climb.

Ever noticed a helicopter after its up there and moving forward? It tips forward, for the rotor that raises it from the ground also has to propel it forward. The rotor and the engine are always under severe strain. When it is moving horizontally, it is subjected to the additional strains and stresses caused by the necessary tipping of the vehicle.

Incidentally, the propeller at the tail of the helicopter does not contribute to the forward motion of the craft — it just negates torque.

The gyroplane — that's the proper description of Avian's machine — is only remotely related to the helicopter. Fewer of the strains suffered by the helicopter afflicts it.

The rotor is actually a rotary wing. It only mechanically



"LET'S SEE ANYBODY BEAT THIS" SAYS TEACH

It likely will become a necessary tool to the small business man who values his time. The executive aircraft to allow point-to-point flying. It does not need a runway. It can take off from a garden or on a vacant lot. It is fitted with a Lycoming engine that is among the most trouble-free in the industry. It requires a major overhaul only once in every 1200 hours. It is claimed to be the safest aircraft flying today. A fixed wing plane relies on the rotor for lift. The rotor is a gyroscope that acts as a sort of gyroscope to boost the aircraft off the ground. Immediately the aircraft is airborne, the rotor returns to merely idling. Then the rotor serves as a wing providing the same lift given by the fixed wing in a conventional aircraft. The vehicle is propelled forward by the propeller at the rear of the aircraft. Torque is never a problem. The only time this rotor exists is when the gyroplane is leaving the ground on a jump take-off. When there is no drive in the rotor there is no torque. The Department of Transport acknowledges that it's not a helicopter, for a conventional flying license, not a helicopter license, is all a pilot needs.

Before this six-whipper, the executive aircraft was almost an anachronism and certainly a luxury. Put your finger at random on two places on the map. Now, ask yourself, could you be using your own aircraft, fly between the two points any quicker than you could travel between the two spots by using your own car? The answer is quite likely no. Considering the time and cost of transportation at both ends, the use and advantage of private aircraft in short, inter-town and inter-city hops or even for ex-urban commuting, the executive vehicle is still the car.

Proof of this is in comparison figures. Ford Motors turn out 500 cars in a 12 hour shift. Yet the whole private plane production of the United States last year was 7,500.

There are many pressures working to reduce the usefulness of the conventional private plane. For instance, because of the long approach runway, it only mechanically

Gordon Hunt, vice president and also an aeronautical engineer, is the company's chief engineer.

Don Hayward, the company's sales manager, has been involved in aircraft sales and service since 1943. For many years he served with Gloster Aircraft before joining Avian. Most of their employees are former Avian men, most of whom are shareholders in Avian Aircraft, and like everyone associated with the plane they are so convinced that they are right they are so determined to see a happy ending to the story they began that they are generally working at less money than they could command in the industry in the U.S. or anywhere else in the world.

During their five hard years, they have had many setbacks, but many disappointments. For instance, their first aircraft wouldn't fly. That left them at Christmas of 1959 with no money and no aircraft. Then their first flying prototype crashed in a taxing mishap.

But with all their problems of designing the gyroplane, finding people who would willingly and enthusiastically work for less money than they are worth and building the aircraft have all been easier jobs than finding Canadians to sell this aircraft which is being watched with interest and enthusiasm by the rest of the world.

Two of the working directors of the company are aeronautical engineers. Gordon Sampson, vice president and general manager, like many of the executive and staff, was formerly with Avro. He is an aeronautical engineer.

There is one exception. Small business, the group who are the traditional believers in Canada and the ones who have invested the most in the future of Canada invested \$120,000 in Avian when it first began.

But if it weren't for further money invested by the Canadian subsidiary of American

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## Picturesque Bruce Trail Passes Through Halton

Final preparations for the forthcoming opening of the 15-mile section of the Bruce Trail just north of here were made over the weekend by work crews of men and women from Toronto.

This leg of the 25 mile hiking trail stretches from Kelso Dam through Limehouse to Terra Cotta and was opened by an "inaugural" hike 10 a.m. Saturday. Assembly place was the Kelso Dam.

The Bruce Trail runs from Queenston along the Niagara escarpment to Tobermory on the tip of the Bruce Peninsula, the finger-like piece of land separating Lake Huron from Georgian Bay.

**Beauty Spots**

The idea of a continuous foot path across Ontario which would serve as a hiker's dream and would, at the same time, bring to the attention of Canadians the essential uniqueness and beauty developed two and a half years ago.

Some 18 months ago the Federation of Ontario Naturalists received a grant from the Atkinson Foundation.

A cleared and marked foot path through a variety of wild and natural habitat associated with the Niagara escarpment, is mostly on private land, but with the consent of the owners.

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## Hans Anderson, Pink Siamese In Colourful Dance Program

"What are little girls made of?" was easily answered at the showing of "The Pink Siamese" and other stories by the Junior Academy of Dancing in Central Peel Composite School. Three boys took part.

The color and costumes of the performers with the lighting effects gave the dancer a true appearance of feline and fawn land animals, and certainly the little girls were "sugar and spice and all things nice" in space and all things nice.

Approximately 80 children made up the cast. Hans Anderson stories were acted by Tom Frouden as the story teller. The ducklings were led by Hans in yellow leather costumes and head-pieces and the ugly duckling was in black hiking boots, carry a rope or rock cliffs to climb or raging torrents to cross.

It wasn't designed only for the healthy and vigorous," he says. "It's for every member of the family."

## Graduation Banquet at Percy Merry School

The graduation banquet for Grade Eight and their parents, was held at the Percy Merry School, on Friday night, June 21st. The toast to the Queen, was made by Larry Rutledge. The Grace was given by Brenda Bradley. Allen Few introduced the guests at the head table.

A toast to Mrs. Merry was made by Velma Ball, to which Mrs. Merry responded. Teddy Gowland proposed a toast to the parents and Mrs. J. Bradley replied. Mr. T. Hunter proposed a toast to the Grade 8's and David Turner replied. A toast to the staff was made by Gail Gowland and response by Mr. Hayward. The guest speaker was introduced by Diane Johnson. The presentation of Library Crests and Perfect Attendance Crests were made to Cheryl Bradley, Velma Ball, Ann Hilson, by Mrs. J. Williamson. Academic Award to Cheryl Bradley by Mrs. Bailey, Citizenship Award to Allen Few and David Turner, by Mrs. Merry. TOBE award for student showing greatest improvement, Shirley Marshall. MERIT award for overall points, Allen Few. Sports Award went to Wayne McCullum and Faye Sheppcott. Field Day awards: Allen Few and Bruce Allan; Anita Allan and Anne Hilson. Seated at the head table were Mr. Hancock, Mrs. Williamson, Mr. Bailey, Mrs. Robinson, Mr. Lawrence, Mrs. Armstrong, Mr. Hunter, Allan Kiernan, Mr. Armstrong, Mrs. Merry, Mr. Robinson, Mrs. Bailey, Mr. Williamson and Mrs. D. Hancock.

The graduation class consisted of the following pupils: Grant Lee, Velma Ball, Edward Lynch, Myrna Campbell, Larry Rutledge, Teddy Gowland, Allen Few, George May, David Reid, Anne Hilson, Diana O'Rourke, Shirley Marshall, Bruce Allan, Diane Johnson, Wayne McCullum, Lynda Eves, Kathy Dolby, Anita Allan, Gary McCullum, David Turner, Faye Sheppcott, Fred DeBoer, Cheryl Bradley, Allan Kiernan, Wilson Roy, and Dave Rowbottom.

The North Trafalgar Community Club met at the home of Mrs. Norman Sparling for their June meeting. Seventy members answered the roll call. The president, Mrs. Fred Near presided for the meeting. The meeting opened with the club "ode" followed by a minute's silence in memory of Mrs. E. J. Cordingley, who had passed away since the last meeting. It was decided to hold a "Lucky Lunch" in the streets, possibly in October. Cash donations were to be made to the Scott Mission and the North Halton Retarded Children's Fund. Several sick friends were to be remembered with gifts or cards. The meeting closed with the benediction Mrs. A. Watson and Mrs. J. May, were in charge of the program, which included a TV game and a contest. Lunch was served by the hostess and a social time enjoyed.

Friends of Duncan Gray will be pleased to hear he returned home on Thursday from the Milton District Hospital, where he was treated following an accident last Tuesday night.

## Many Things can Happen If You'd Have Full Holiday Remember This

Snake bite kits are not entirely necessary in Ontario but would prove useful on trips to the states, says Halton County Medical Officer of Health, Dr. Archie Bull.

The doctor made the statement when recommending precautions residents should take before setting out on holidays.

"The popular opinion that a person will die within a few minutes of a snake bite is wrong," he stated.

He feels that if a person gets bitten by a poisonous snake anywhere in Ontario he would have adequate time to get to a hospital.

"There is no extreme emergency about getting to a hospital. Two to three hours is adequate," he observed.

Dr. Bull added that it would be wise, though, if bitten to apply a tourniquet above the wound. It shouldn't be so tight that it might cut off the blood circulation entirely, however.

Drug stores have been doing a brisk business in snakebite kits, although it has been said that the chances of being bitten are about the same as being struck by lightning.

Reports that the Mississippi is moving out of its natural Georgian Bay habitat are believed to have affected sales.

The plastic containers, which are used with a cord, an incision blade, suction equipment and

## Varian Associates Awarded \$40,000 Defence Contract

Ottawa (Special to the Herald) — Varian Associates of Canada Ltd., Georgetown, has been awarded a \$40,243 contract for the supply of electronic tubes.

The contract is one of 228 unclassified defence contracts for \$10,000 or more awarded by the Dept. of Defence Procurement during the latter half of May.

Total value of the contracts is \$13,967,381.

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