

FLYING ANC

SEPTEMBER 1949

25 CENTS

a
XF-92

DELTA-WINGED FIGHTER

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How Good Are Guided Missiles?

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THE COVER: Delta-winged XF-92A is new Air Force research plane. (See page 24.)

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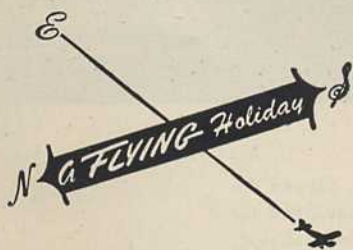
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Hunting was good. Two-place floatplane couldn't carry the entire bag, so author shipped most of the game home in a trailer.

HUNTING IN

Ontario



By ROB F. SANDERSON

IF YOU'RE tired of trips to over-hunted areas, "no trespass" signs and the danger of being shot by fellow hunters, fly to Ontario. Canada's vast central province, with borders stretching from New York to Minnesota, has 156 strategically-located airports and seaplane bases amidst wilderness hunting grounds.

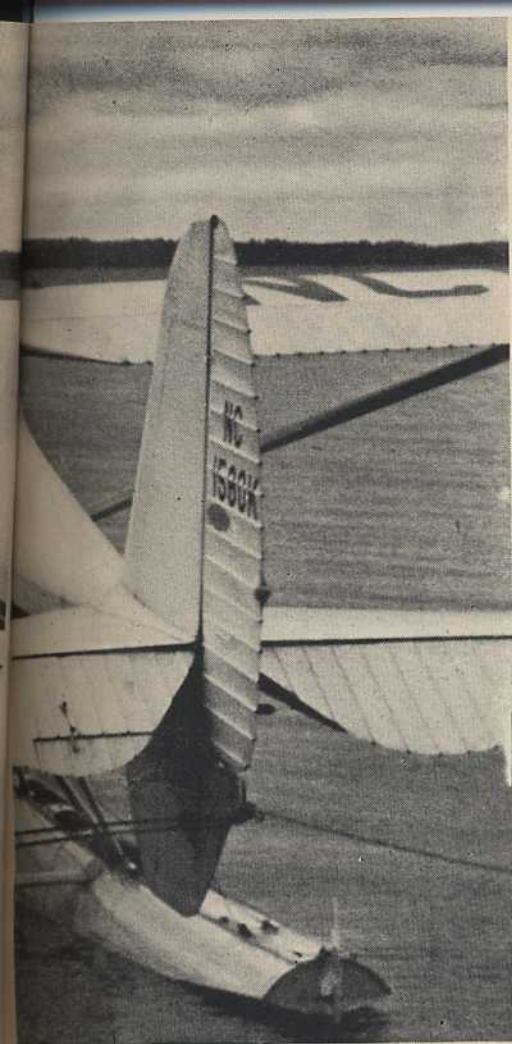
With either land or float-equipped planes, you can land near some of the western hemisphere's best deer, bear, moose, goose, or partridge country.

The primitive wilderness north of the Ontario border is so immense that thousands of hunters' planes could disappear into it without congestion. On a vacation flight to

Ontario last fall I saw not one other hunter's plane. I did see several charter craft, sometimes used by hunters, but only at their home bases and never in the woods.

Can such a flight be completed successfully in a light-plane? My brother and I flew up last year in my 85-h.p. Luscombe 8E floatplane, carrying lightweight camping equipment. We spent three weeks shooting moose, deer, partridge and duck, and flew home—shipping our game back to the States in a trailer. Naturally, a larger plane is more convenient but the trip can be made in a putt-putt.

"Do I need a floatplane?" hunters have asked me, "or can I use a ski-plane and land on frozen lakes?" With a landplane you have a wide choice of airports and back-country landing strips. But with a floatplane you can use the countless thousands of lakes that dot Ontario's wilderness. For an early fall hunting excursion it's best not to plan on skis. Since several weeks must elapse between the cessation of float activity (usually around November 9) and the beginning of safe ski operation on ice, and since the hunting season for deer (*Continued on page 64*)



Author anchors Luscombe floatplane in Nipigon Bay. Total cost of his three-week trip to Ontario (for two persons) was \$611.25.



Ontario has 156 airports in its 363,282 square miles of territory. Numerous strips are located near the best hunting areas. Pilots can obtain Canadian aeronautical charts (price: 25 cents per map) by writing to Surveyor General, Legal Surveys and Map Service, Ottawa.

aileron. Their installation does not eliminate the possibility of using flaps on later modifications but flaps are not installed on the present XF-92A. Lack of flaps, of course, also increases the landing speed of the airplane—a figure which is restricted.

The XF-92A has pilot ejection provisions. The reinforced canopy tilts up and back. There is a single air inlet for the turbo-jet engine in the nose and the air duct itself is split to pass around the pilot, joining again before it enters the engine. The wings are too thin to carry any large quantity of fuel, and since the craft is designed only for research there has been no "stretching" of the plane to

make way for maximum quantities of fuel. All fuel is carried in the fuselage itself. Maximum flight duration is reported to be about 30 minutes.

The most radical single feature of the plane, of course, is the shape of the wing itself. It has a high degree of sweepback—60 degrees—making the wing an equi-angular (and therefore equilateral) triangle. The highest degree of sweepback previously used on any Air Force plane has been 35°. The 60° sweepback would place the plane well within the mach cone at supersonic speeds.

On approaching the runway, the long struts of the tricycle landing gear give the plane almost a stork-like appearance

—which is immediately dispelled when the craft rests full weight on its gear or when the gear is retracted in flight. Long struts are necessary on the nose gear especially because of the nose-high attitude of the plane in landing. The main gear folds into the wing and the nose wheel retracts forward into the nose.

The XF-92A has telemetering provisions for broadcasting flight data and also has recording devices in the cockpit. No performance figures on the plane have been made public thus far. But if the tests prove successful, more delta-winged aircraft or modifications thereof can be expected to be flying in the years to come. END

Hunting in Ontario

(Continued from page 30)

closes November 25, the use of ski planes on lakes should be considered only during a season of early and hard freezes. Unfortunately there is no moose season this year.

Safest bet for Ontario-bound flyers is to keep in touch with local Ontario sources, and start the trip when they give you the green light.

On my trips I prefer to take advantage of the early deer season (opening October 1) in the northern zone. Early season flying weather is good and you can get by with lightweight blankets, a tent, and light clothing. The hunter who waits for the October 15 season to open in the more southerly areas (which, actually, are not much farther south) risks somewhat poorer flying weather and the possibility of early freezes.

Early in the fall, deer and bear must be hunted on land, preferably in areas of good visibility, since both are keen-eared and wary. Moose, on the other hand, are still frequenting and feeding in shallow lakes and rivers. It helps to camp near the hunting area, since poor flying weather is good hunting weather. Best local hunting regions can often be determined from conversations with forest rangers, bush pilots, prospectors and trappers. I have found that Forestry Service pilots are especially well-informed and cooperative.

Some of the best deer-hunting is found near Lake of the Woods, the Black Sturgeon Country, Sudbury, Sault St. Marie, and North Bay. Moose country includes the wilderness north of Sioux Lookout, Armstrong, Geraldton, Cochrane and scattered areas north of Lake Superior. The country near Lake Nipigon, once famous for moose, is giving out fast. Remember when you select hunting grounds that remoteness is not enough. Isolated areas are often almost devoid of game, or are of a nature suitable only for caribou (on which there is no open season).

On last year's trip, our party almost made the mistake of going too far north. Thirty miles north of the Canadian National Railway tracks (Canada's northernmost transcontinental railroad) is far enough—and beyond 50 or 60 miles north you will fast run out of good country.

The flyer wanting an occasional day of waterfowl shooting can hunt in local rice lakes. But for the serious waterfowl hunter with his mind exclusively on geese and ducks, the famous James Bay country is tops. This southern funnel of Hudson Bay is a heavy concentration spot for waterfowl. Here again, the flying hunter has an advantage. We discovered that the hunters who were forced to stay around the mouth of the Moose River missed the best shooting, which is farther out.

Flying in wilderness areas—or "the bush" as it is known locally—has certain risks.

Foremost is the possibility of a forced landing, or pontoon damage, which could

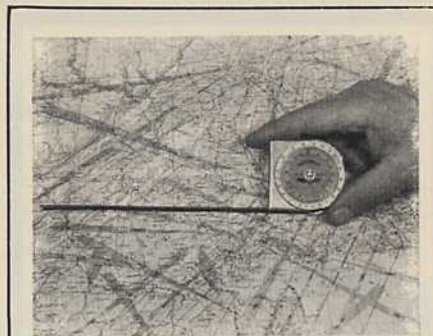
force the air traveler to "walk out." By careful maintenance, however, and by avoiding unnecessary travel over remote country, such risks can be kept to a minimum. Walking to a railroad or civilization can be extremely arduous, as the country is filled with rivers, lakes, swamps and heavy undergrowth.

It's always important to file a flight plan. And it's also a good idea to carry emergency equipment: an axe, rope, snare wire, five pounds of food concentrate per person, cook kit, waterproof matches, pocket compass, mosquito net, first aid kit and fishing tackle. Most hunters will have these items anyway. The emergency tool kit can include anything from the basic trio of screwdriver, waterpump, pliers and wrench up to assorted tools and a float repair kit.

Besides our guns, ammunition and clothing, we took a small tent, sleeping bags, five days of dehydrated food, small tarp, light saw, nails, paddle, personal equipment and the other emergency items listed above. Using even a skeleton outfit, weight tends to pile up, and with a heavily-loaded plane caution must be exercised in landing on small lakes. Sometimes it's easy to land but hard to take off, particularly in calm air.

In planning your route, it is essential to determine definitely in advance that the octane fuel you require is available at bases you will visit. Many bush bases operate only *Norsemen* or other large planes requiring higher octane fuel than you may need. Credit cards from the Imperial Oil Company, Shell, Texaco, and the British-American Oil Company are a valuable asset; some bases can't give you gas without cards and other bases may not know the latest price—or they may not even have the correct change.

Good maps are always necessary. The Canadian aeronautical charts, on an eight-mile to the inch scale, are excellent and may be obtained from the Surveyor General, Legal Surveys and Map Service, Ottawa, Canada, for 25 cents per sheet. For closer navigation and for use when hunting, the National Topographic series (scale, four-miles to the inch) contains accurate, useful detail, although aeronautical data is not included. On paper, these maps sell for 25 cents, in a folder they sell for 35 cents, and on cloth for 50 cents. U.S. World Air Charts cover On-



HANDY GADGET

THE NAVIGADE, a handy navigational aid which can be operated with one hand, has been designed by pilot George Whelen of Camden, N. J. Small enough to fit into a vest pocket, the Navigade combines a speed-time computer, compass rose and a mileage scale in one compact unit.

The computer, on one side, consists of three colored plastic dials. The other side contains the compass rose with a transparent top dial graduated into 45° segments (prescribed flight altitudes are shown for each quadrant). A thumb-reeled steel mileage tape is graduated for both sectional (200 miles) and regional (400 miles) charts.

The nickel-plated Navigade, which comes with chamois case, is manufactured by Navigade Company, P. O. Box 611, Camden, N. J.

tario, but their 16-mile to the inch scale makes them advisable only for use in planning the trip. Duplicate copies of all charts should be taken on the trip as a precaution against loss, and all charts should be obtained in advance. Sometimes local sources are sold out.

A handy compendium of information is the "Canada Air Pilot, Volume II," a looseleaf book which sells for \$5 and covers all Canada east of Winnipeg. All bases are listed with complete information on each. Flying rules and regulations, radio facilities, weather service data and other valuable facts are detailed. The volume is compiled and edited by the Surveyor General, Labelle Building, Ottawa, Canada.

"Ontario Flying Facts—1949" is a free booklet with a key map showing all bases, and can be obtained by writing the Department of Travel and Publicity, Parliament Buildings, Toronto, Ontario. Information on local bases is available on request from the District Inspector, Department of Transport, Hamilton, Ontario. If you don't have access to a copy of the "Canada Air Pilot," it's well to get a copy of "Air Regulations and Traffic Rules" from the District Inspector, Air Regulations, Toronto, Canada.

For more detailed information on air bases and regulations, write: District Controller of Air Services, 252-260 Richmond Street, W., Toronto (for that part of Ontario lying east of Lake Nipigon—the 88th meridian) or to District Controller of Air Services, 601 Power Building, Winnipeg, Manitoba (for that part of Ontario lying west of Lake Nipigon).

Border crossing is not difficult. You don't need to check with U.S. customs going out of the States on a lightplane pleasure flight, but if you are carrying foreign guns, cameras or binoculars, be sure they are registered in the U.S. to facilitate re-entry. Your only required visit to U.S. Customs and Immigration is when you return from Canada.

Canada requires routine checks going each way. You may be legally required to show your pilot's license, logs, aircraft registration and airworthiness certificate at the customs office, but in all likelihood you won't be asked for them. You'll get a form C-15 from the Canadian customs. It is valid for three months and grants permission to fly a foreign aircraft in Canada. No fee is charged by Canadian Customs service for clearance of pleasure aircraft or for a form C-15.

When crossing the border either way it's best to telephone your port of entry and receive an okay on your ETA. Telegraphed ETA's require a return okay by collect telegram. Weekends are poor times to cross the border, especially at small out-of-the-way airports. Officials are hard to contact, and U.S. Customs has fantastic Sunday and overtime charges. One inspector told me the cost of putting my plane through on Sunday could run as high as \$60. I waited until Monday.

With preparations begun well in advance, a flying trip to Canada is relatively simple. Canadians, I have found, are on the whole helpful and friendly. To most parts of the U.S., Ontario's virgin

woods and waters are more convenient than are good hunting grounds in the States.

And prices are reasonable. Hotel and camp accommodations are listed in two booklets, one on Northern and one on Southern Ontario, available from the Ontario Department of Travel & Publicity, Parliament Building, Toronto.

Incidentally, a post-war development in aviation is the use of airplanes by hunting and fishing camp operators. There are now a score of these operators in Ontario. They fly hunters and fishermen to remote lodges or tent camps where they can be assured of relatively little competition for big game and fish.

The operators use a variety of aircraft, most of which are single-engined cabin planes. The planes include *Travelairs*, *DeHavilland Fox Moths*, *Piper Cubs* and *Super Cruisers*, *Fairchilds*, *Norsemen*, *Wacos*, *Aeroncas*, *Republic Seabees*, and some war-surplus *Ansons*.

Rates vary, dependent largely on the plane and number of passengers, but average \$30 per hour for two-place planes to \$60 per hour for five-place planes. Freight rates also vary for such items as camping equipment and the animals shot by sportsman.

The camps themselves vary from crude log cabins to deluxe lodges, where guides, canoes and all necessary hunting and fishing equipment can be obtained. One such camp, operated by the Ontario government's Northland Railway, runs a "Blue Goose Special" twice weekly from

Toronto to Moosonee on James Bay, where planes fly the sportsmen to a tent camp 45 miles distant. For four or five day trips, rail and air transportation, meals, accommodations and guides, the charge runs about \$215.

While there are many charter air operators in Ontario, principal operators (who either have camps of their own or connections with camps accessible only by air) are: Austin Airways Ltd., Toronto; Central Northern Airways Ltd., Winnipeg; Nickel Belt Airways Ltd., Sudbury; Ontario Central Airlines Ltd., Kenora; Parsons Airways, Kenora; Air Dale Flying Service, Sault Ste. Marie, Ont.; Lome Airways Ltd., Toronto; Severs Enterprises Ltd., Sioux Lookout; Great Northern Skyways Ltd., Sault Ste. Marie, Ont.; Rockland Airways, Peterborough; Lakeland Skyways Ltd., North Bay; Georgian Bay Airways Ltd., Parry Sound; Laurentian Air Service Ltd., Ottawa; and Muskoka Air Trails Ltd., Huntsville.

Whether you use charter facilities or fly your own plane, you'll find the vastness and solitude of Ontario indescribable. During one three-week trip, I never met another hunter in the woods except when driving deer along the shore of Lake of the Woods. The areas away from roads and railroads have not even begun to be exploited by hunters.

Now is the time to assemble your charts, spread them out and plan your trip. I'm already drawing lines and measuring distances for this season's hunt.

END

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