



*Billy Bishop in 1917.*

aviation engine. It flew 200 feet.

In 1914 Jean-Marie Landry left Quebec to study under Louis Bleriot in France. He came home and in 1918 gave a spectacular exhibition of aerial acrobatics at the inauguration of the Quebec Bridge—upside down flying, loop-the-loops and falling leaf rolls. M. Landry was ranked as one of the top ten aerial acrobats in the world.

In 1922 W.R. Turnbull, of New Brunswick, invented the variable pitch propellor, making flying much more efficient. The pilot could alter the blades' pitch, governing the size of the bite the

propellor took out of the air. He could use different pitches for taking off, climbing, diving or moving fast in a straight line.

In 1940 Wing Commander W.R. Franks of the Royal Canadian Air Force designed a water suit to prevent pilots from blacking out while diving or turning. The suit had an inner lining full of water. Under G stress the water flowed to the lower part of the suit, increasing pressure on the legs and lower body, preventing blood vessels from distending or, to put it another way, it kept the blood from rushing from the pilot's head to his feet.



*Lieutenant A. Whitten Brown (left) and Captain John Alcock (third from left) with their Vickers Vimy plane in Lester's Field, Newfoundland, before taking off for Europe.*