

# Air-Board Operations for 1922 Totalled 2500 Hours Flying Time

The Season Just Ending Has Been Notable in Many Respects

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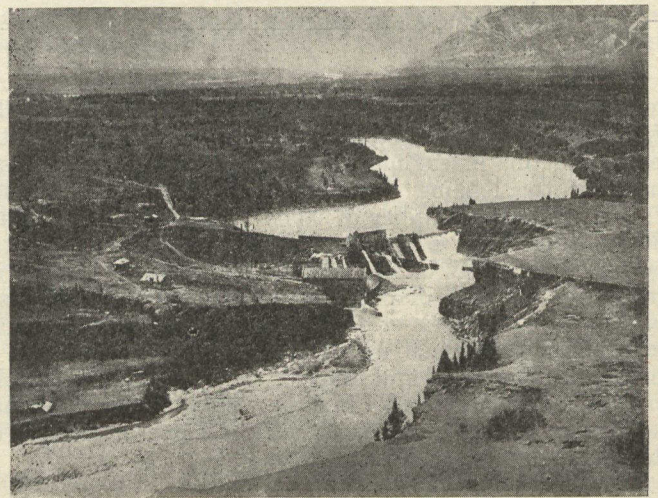
**T**HE OPERATIONS of the Air Board of Canada for the aviation season of 1922, now drawing to a close, have been notable in many respects. The work done during the previous year was largely experimental. Its success is proved by the increased demand for flying during this season, when the total flying time in all stations was in the neighbourhood of 2,500 hours. The scope of the operations has been widened into many new fields. This is specially true in regard to

considerably by the establishment of landing grounds at the northern and southern extremities of the patrolled area. This district is now covered twice daily, machines going out in the morning and returning from the sub-bases in the afternoon. The extension of the patrol system into the Rocky Mountain Park has been under consideration. If sufficient funds are available this will probably be done next year. The establishment of emergency landing grounds in the valleys is an essential



Air Board Photo:

**Mount Robson in the Canadian Rockies**



Air Board Photo:

**Horse Shoe Power Plant, Bow River Valley, Alta.**

aerial photography. The pioneer work done last year for the International Joint Commission on the St. Lawrence Waterways and the Forestry Branch in various districts, drew increased attention to the possibilities of flying in connection with survey work. At every station there has been an increased demand for photography. Though in British Columbia and Alberta, owing to the smoke caused by forest fires, it was not possible to start this work until well on in the season, much has been accomplished. Each operation was undertaken with the co-operation of technical officers of other branches of the Government service to whom the results are now being delivered for investigation. During the winter months the results obtained will be the subject of study with a view to improving the technique of aerial photography and determining the best methods of transferring the information obtained to existing maps.

## **Fighting Fires in West.**

On the Pacific Coast during the great fires which raged in June and July the demands on the Station at Vancouver for transportation of fire fighters and material were constant. A great deal of excellent work has been done under very trying conditions, the smoke rendering visibility almost nil at times. The patrol of the forest reserves on the eastern slope of the Rocky Mountains from High River station has been extended

before patrols can be safely undertaken in mountainous country. The National Parks Branch are greatly interested in this work and have undertaken to prepare suitable open spaces. Reconnaissance flights, from Jasper in the Yellow Head Pass, in connection with the Interprovincial Boundary Survey, over the practically unexplored territory for 150 miles north of Mount Robson, were successfully carried out in July.

## **Using Wireless for Patrols.**

In Manitoba the forest patrols have been greatly extended by the establishment of bases at Norway House and Le Pas. The efficiency of the patrol has also been notably increased by the use of wireless on the machines and at the stations. This renders prompt communication possible between forestry and station headquarters and the districts lying several hundred miles north in a country where rapid means of communication at present are non-existent. The types of machine available for this work have not proven satisfactory. The F.3 twin engine boat is unwieldy and obsolete. Until new machines are available which can be more easily handled by the small crews on the stations, the full benefit of the patrol will not be obtained. The work done during the past two years proves conclusively that flying is a prime factor in forest conservation in Manitoba, provided that suitable aircraft are employed. Much transportation work has