

Air Board Statistics

THE Air Board announces Civil Aviation Certificates and Licenses issued, cancelled and renewed under the various classes as shown for the month ending December 31st, 1922, as follows:—

Commercial Air Pilots' Certificates.

Lapsed:

J. H. Tudhope, Lumby, Nr. Vernon, B.C.; O. H. Clearwater, Saskatoon; Edward L. McLeod, Edmonton; E. A. Alton, Winnipeg; R. J. Groome, Moose Jaw; G. M. Croil, Summerland; E. C. W. Dobbin, Toronto; Donald Brown, Yorkton, Sask.

Renewed:

L. R. Charron, Montreal; T. A. Lawrence, Cookstown; L. F. Stevenson, Winnipeg; W. R. Kenny, Ottawa; A. T. N. Cowley, Victoria; A. G. McLerie, Toronto; A. E. Godfrey, Vancouver.

Air Engineers' Certificates.

Issued:

Thos. Hayes, High River, Alta.

Cancelled:

M. S. Beal, Dayton, Ohio, U.S.A.

Certificates of Registration of Aircraft.

Cancelled:

The Laurentide Co. Ltd., Grand'Mere, P.Q., 2, H. S.2.L. Flying Boats.

The Village Smithy Up-to-date

UNDER a spreading chestnut tree the village smithy stands. But times have changed, and the village blacksmith may be called upon to repair an aeroplane.

This has recently happened in a village near Gloucester, Virginia.

A Vickers-Viking, of the amphibian type, which can alight equally on land or water, developed defects. The pilot, Lieut. Williams, of the U. S. Navy, came down in Mobjack Bay, and found a leak in one of the water-connecting pipes.

As he had no tools he taxied to the shore, asked for the nearest village, and found it to be a very small one.

Lieut. Williams carefully taxied the aeroplane up the street of the village. He drew up at the entrance to a blacksmith's forge, none being more astonished at the visitors and their mode of travel than the "smithy" himself.

The nature of the damage was explained, the blacksmith said he would be honored to repair the engine—for nothing—and the leak was stopped.

In a short time the machine was on its way back to the water, there to "take off," and successfully finish the interrupted journey.

"DO IT BY AIR"

Quality Counts--

in aircraft operation to a greater degree, probably than in any other phase of Canadian industry. Commercial flying is dependent for three-quarters of its efficiency upon ground organization, and operating experience. So quickly is the art of Aviation advancing that only specialist operators can hope to keep up to date and bring to the user of aircraft the full value of new developments.

Quality flying service usually costs less in the first case because operations are efficiently planned and thoroughly done. It always costs less in the end because results are certain and accurate.

Laurentide Air Service, Limited, places at your disposal four years of commercial experience as well as other years of flying training. Its machines last year flew more miles and hours than any other two companies in Canada—and did it without injury to a passenger or loss of a pound of goods.

Enquiries are solicited and entail no obligation.

LAURENTIDE AIR SERVICE Limited

407 Lake of the Woods Building

Montreal, Quebec.

Air Stations:

Quebec base:

Lac à la Tortue,

Ontario Base:

Remi Lake,

Associated with

**FAIRCHILD AERIAL SURVEYS CO.,
(of Canada) Limited**

Grand'Mere P. Q.