

VICKERS "VIKING" AMPHIBIAN

Brief Specification:

"VIKING" MARK IV, Six passengers and baggage or 1,360 lbs.
 Freight RANGE: 340 miles, SPAN: 50ft. HEIGHT: 15ft. 1 in.
 LENGTH: 35 ft.

The 'Viking' was the winner of the First Prize of £10,000 for the Amphibian Class of Aircraft entered for the British Air Ministry Competition, Sept., 1920.

**VICKERS
LIMITED**

HEAD OFFICE: Vickers House, Broadway, London, S.W.I.
 Canadian Representative: R. S. Griffith, 225 Beaver Hall Hill, Montreal.



Vickers "Viking" Amphibian on the Thames.

Air Board Statistics

Private Air Pilots' Certificates

THE AIR BOARD announces Civil Aviation Certificates and Licenses, issued, cancelled, and renewed, under the various classes as shown, for month ending September 30th, 1922, as follows:—

Issued:—J. M. Eddy, Brantford, Ont.

Lapsed:—M. G. Fraser, Toronto, Ont.

Commercial Air Pilots' Certificates

Lapsed:—C. St. C. Guild, Musquodoboit Harbour, N.S.; N. R. Anderson, R. R. No. 2, Hanover, Ont.; C. H. Dickins, Edmonton, Alberta; A. A. Leitch, Norwood Grove, Man.; G. G. Wakeman, Teeswater, Ont.; P. M. Wallace, Yorkton, Sask.; J. B. Home-Hay, Wadena, Sask.; G. O. Johnson, Toronto, Ont.; E. L. MacLeod, Atchelitz, B.C.

Renewed:—W. H. Brown, Victoria, B.C.

Air Engineers' Certificates

Issued:—W. G. Chapman, Ottawa, Ont.; D. S. Atkinson, Toronto, Ont.; H. W. Francis, Victoria Beach, Man.

Certificates of Registration of Aircraft

Issued:—The Air Board, Ottawa, Ont.; J. V. Elliott, Hamilton, Ont.

Cancelled:—Pacific Airways, Seattle, Wash.; Dayton Wright Co.; Toronto, Ont.

C. A. F. Officers' Course

The following officers have completed a tour of duty at Camp Borden, during the month of September, 1922:—
 Squadron Leader, F. G. Pinder, Montreal, Que.
 Squadron Leader, C. J. Clayton, Victoria, B.C.
 Flying Officer, B. de Salaberry, Ottawa, Ont.

Aeroplanes for Discovery Trips

SEVERAL hitherto unknown lakes and river valleys have been discovered in Jasper Park, Canadian Rockies, through the use of government aeroplanes. This work was undertaken by the High River air station, Alberta, and three experimental flights were carried out over the region for the purpose of exploration and reconnaissances. The Canadian Air Board report states: "A flight was made on each of three successive days with gratifying success and the possibilities of the use of aircraft for exploration in mountain regions and in the administration and general maintenance of the park system were proved without a doubt."

At the conclusion of the operation, Colonel Maynard Rogers, Park superintendent, who was taken as observer on each of the three flights, expressed himself as highly pleased with the results obtained and with the rapidity with which it was possible to reach any part of the park as compared with making a similar trip by trail. In the seven hours flying over the park he claimed he travelled more distance and inspected more country than he could possibly have done by trail in six weeks' or two months' hard travelling. Col. Rogers also expressed the opinion that sufficient flying had been done to demonstrate the absolute necessity of having machines stationed at Jasper Park to continue this exploration and general reconnaissance work, as well as for the purpose of forest fire protection.