

MID-CONTINENT AIRCRAFT CORPORATION

PLANEGRAM



TOUGH TESTS FOR FLYING FIRE-FIGHTERS BY: NEW ZEALAND TOURIST AND PUBLICITY DEPT.

From:

**THE SWATH WORLD WIDE
THE INDUSTRY'S FIRST EX-
CLUSIVE PUBLICATION
JUNE 1957**

In the latest field trials, held in the Rotorua thermal wonderland region, three Beaver topdressing aircraft were used against two fires specially set for the occasion. In both cases forest trash and other extremely combustible material was drenched with fuel oil, making a blaze that could not have been readily subdued by any method of fire-fighting with water.

The busy Beavers each carried 200 Imperial gallons of water dumped by fire hose straight into hoppers used for sowing fertilizer but equipped with a newly invented sealing device. This device is capable of application to any aircraft fertilizer hopper, and can be made a standard fitting so that three minutes of easy adjusting makes the transformation from fertilizing to emergency fire service.

Each aircraft dropped its 200 gallon load within two seconds; loading time was 45 seconds and

total time on the ground 55 seconds between flights. With the three aircraft it was possible to sustain for half an hour one drop every 90 seconds, and the effect of every drop was like a moving curtain of heavy, hard driven rain

over a strip about 120 feet long and from 15 to 20 feet across.

It was considered that this performance could be bettered by faster loading and smoother organization to a stage where six

continued inside

WHAT OUR CUSTOMERS ARE SAYING

In my 34 years of being a pilot this has been by far my most enjoyable season flying with our new 510P Thrush.

The 510P Thrush has been very dependable and fuel efficient.

This plane has lived up to all our expectations of what we were told it would do.

I can say after flying the 510P Thrush for only one season if we lost it we would be replacing it with one just like it...

Fred Roark

We bought a 510DC-34 last year from you all (Mid-Continent Aircraft Corp.) and just completed a 630 hour season on it.

To start, I must say this is the best flying airplane I have ever sat in.

The stability it exhibits in all phases of flight, including takeoff and landing, is unmatched by any airplane I've ever worked. However, I must say the most impressive characteristic it displays is how it remains so agile and balanced on the controls while being so stable. It has made me a more productive applicator while being more comfortable performing application maneuvers. The pattern generated by this airplane does the best work of any airplane I've ever flown. If anyone out there is looking for an airplane that will do it all and do it easy, this is the airplane, hands down.

The only thing I would have different, I would love to have a little more horsepower for working short strips on hot days. but then again, who wouldn't?

Carlo Sciara, Sciara & Whittington Air & Ground, Eudora, AR.

Mission Statement:

We are a leading professional organization committed to the advancement of general and agricultural aviation technology. Our team provides a vital resource to the aviation community and is dedicated to the highest satisfaction and well-being of those we serve.

such aircraft could keep up almost indefinitely, provided they had access to sufficient water, a steady delivery onto the fire of at least one cubic foot of water a second.

This is about what a modern ground crew with a high pressure hose coupled to a hydrant could do, but the aerial "hose" would reach comfortably over a five-mile radius-and fast.

After the field trials a committee of experts, convened by the Soil Conservation and Rivers Control council through their Chief Soil Conservator, Mr. D.A. Campbell, took a long, hard look at results. It was agreed unanimously that aircraft will make an entirely practical and powerful weapon in fighting certain types of fire in the outdoors.

Where tall native grasses are vital to soil conservation, and at the same time a top fire hazard through which flames can run for miles with appalling speed, a well organized aerial emergency force may hold the answer.

Forestry experts were more cautious, claiming that extremely high efficiency would be needed to better the existing fire control scheme or to supplement it effectively. But they saw possibilities in using aircraft against the blaze

in the forest tops, which can be put out with relatively little water under certain conditions, but which is extremely hard to reach by conventional methods, and in damping down ahead of the flames.

The most obvious value was the possibility of speed-and yet more speed-in getting effective action to a fire before it becomes serious, working on the principle that prevention of big outbreaks is by far the best argument.

New Zealand experience also pinpointed the need for effective radio control linking pilots, landing field, and fire headquarters on the ground. In these tests the pilots were not in on the radio link.

Use of boron mixtures has been tentatively rejected in favor of speed in all passes of the op-

eration, and water "bombing" seems to be out as dangerous, and less effective than immediate jettisoning of the whole water load.

As has been shown by United States experience many problems remain to be solved, not the least of them being safe flying techniques and the development of the best approach to each of the varying sets of problems arising from different kinds of fire under varying conditions.

None of these difficulties at present seems too hard to beat, and the New Zealand view is that the airborne fire brigade is entirely practical and a weapon which, though needing much more development, is potentially of great value in the constant battle against the forest and grassland fire menace.



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6 Daylight Saving Time	7	8	9	10	11 Veterans Day	12
13	14	15	16	17	18	19
20	21	22	23	24 Thanksgiving	25	26
27	28	29	30			