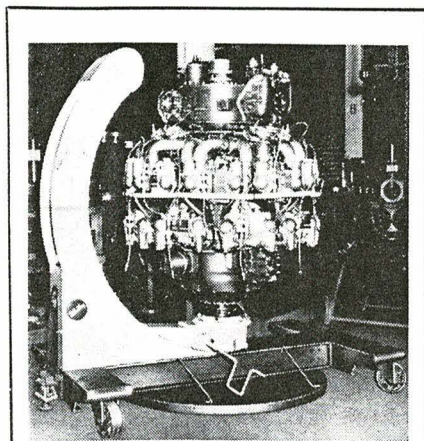


loophole by which Americans in such border cities as Buffalo, Windsor or Seattle can save a few dollars. These travellers can still buy their tickets in Canada, arranging their trips so that they commence at Toronto, Windsor or Vancouver. To result in any saving, this would naturally have to involve a journey of some distance.

Guns Before Butter

Suspension of Navion personal plane production in 1951 so that Ryan Aeronautical Company's entire facilities and personnel can be devoted to military needs, was announced recently.

The first production release of 150 Ryan Navion 1951 models, which are already in process of manufacture, is scheduled for completion over the next six or seven months, and no interruption in this program is anticipated.



ENGINE STAND: This Cantilever Power Plant Stand is made by the Whiting Corporation of Harvey, Illinois. Engine, is shown in vertical position, but may also be moved to horizontal. Stand allows complete accessibility to every part of the engine except the propeller shaft. It can handle any size reciprocating airplane engine now in production.

Military versions of the Navion, of which more than 250 are in service, will be continued in production providing contracts now in the discussion stage are consummated.

Ryan officials emphasize that civilian Navion production is only being temporarily suspended, not terminated, and that production of Navions for commercial sale will be reinstated at the earliest date feasible and consistent with the U.S. military aeronautical requirements.

During the period when civilian Navion production will be suspended, Ryan's airplane spare parts and service departments will be actively maintained with supplies and personnel to

render excellent service to owners, and to distributors and dealers. To the extent that personnel and facilities can be made available, Ryan plans to continue advanced engineering development work on Navions.

A similar announcement has been made by Sanders Aviation, Inc., which has stated that the military situation and the backlog of orders now held by Engineering & Research Corporation, manufacturers of the Ercope, will prevent further production of the Ercope in 1950.

Briefly

- A Montreal Section of the SAE has been formed and has already held several meetings. Chairman is W. S. Cowell of the Atlas Asbestos Company. One of the Activity Vice-Chairmen (Aircraft) is W. K. Ebels, vice-president of engineering at Canadair.

- A gliding film produced by the National Film Board from movies taken at Pendleton has been distributed to the Odeon chain of theatres. Entitled "Eye Witness", it features many personalities of the Soaring Association of Canada.

- A chapter of the Institute of the Aeronautical Sciences has been formed at Montreal.

- Delos W. Rentzel, formerly U.S. Administrator of Civil Aeronautics, was recently named chairman of the Civil Aeronautics Board. He succeeds Joseph J. O'Connell, Jr., who resigned earlier this year.

- The Ford Motor Company is producing Pratt & Whitney R-4360 Wasp Majors under license from P & W. The engines are being built for the U.S. Government in a government-owned plant in Chicago. P & W is supplying technical data and assistance.

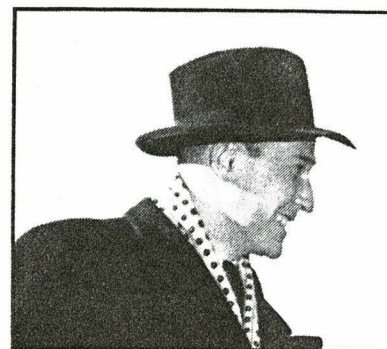
- McDonnell Aircraft Corporation's annual report for 1950 speaks of the McDonnell XF-88 as being in the "700 mph class".

- The airport located near Nanaimo, B.C., formerly known as Cassidy Airport, has been renamed **Nanaimo Airport**.

- Kingston Flying Club is now licensed to give night flying instruction. The airport at Kingston has also recently been approved for night flying operations.

- F. W. Bone, District Supervisor of Air Regulations, with headquarters at Winnipeg, has now moved his office to permanent quarters in the Power Building in that city.

Names In The News

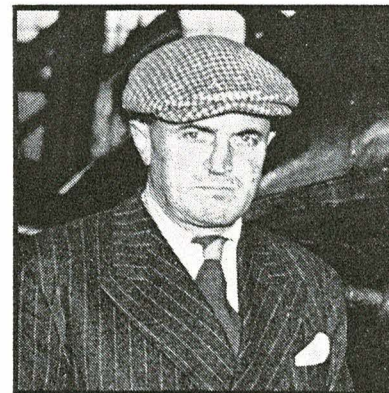


FRED SMYE

Fred T. Smye has been made a member of the board of directors of Avro Canada and now holds the position of executive vice-president. His previous position was that of assistant general manager. Mr. Smye was the first employee of Avro Canada.

He gained considerable experience with the aircraft industry during World War II. He first joined the Canadian Department of Munitions & Supply in New York in June, 1940, and then was appointed executive assistant to Ralph P. Bell, Director General of Aircraft Production, Ottawa. He then was named Director of Aircraft Production and a member of the Aircraft Committee of the Joint U.S.-Canada Production Board. In 1944 he was appointed assistant general manager of Federal Aircraft Limited. At the end of the war, he joined Avro Canada.

A recent visitor to Canada was Sir John Slessor, Marshal of the RAF. While in Canada he visited a number of defence establishments, as well as Canadair and Avro Canada plants.



SIR JOHN SLESSOR