



F. de Jersey

T. Colahan

T. Colahan has been named managing director of Aircraft Galley & Equipment Division, new branch of Timmins Aviation Ltd., Montreal. Colahan has been with the company for the past six years.

New member of the board of directors of Canadian Aviation Electronics Ltd., Montreal, is Francis G. Winspear. The appointment, which brings the number of board members to 11, was made at a special general meeting of the company, in Montreal recently.

Former vice-president and general manager of Rolls-Royce of Canada Ltd., Montreal, James Wood has been appointed deputy general manager of the Rolls-Royce Scottish group of factories. He will be deputy to W. J. Miller.





J. M. Caldwell

F. C. Eyre

F. C. Eyre, assistant director of industrial relations for Trans-Canada Air Lines, has been named director of industrial relations for the airline. The announcement was made by G. E. Bolton, director of personnel, who assumes the new title of director of personnel and industrial relations.

TCA also announced appointment of **J. M. Caldwell** as director of personnel and planning.

Appointment of C. Douglas Reekie as executive vice-president, is announced by Northwest Industries Ltd., Edmonton, subsidiary of Canadian Aviation Electronics Ltd., Montreal.

Veteran bush pilot William J. Windrum, director of Northern Development for Canadian Pacific Airlines, has retired. He began with Canadian Airways in 1934 as a pilot, in Prince Albert.

In a series of board changes at Hawker Siddeley Group Ltd., England, Sir Thomas Sopwith retires as chairman and is succeeded by Sir Roy Dobson, present vice-chairman and managing director. Sir Arnold Hall, a director of the company since 1955, becomes vicechairman and managing director, with effect from March 1, 1963. Sir Arnold was recently awarded an honorary fellowship, highest accolade of America's Institute of Aerospace Sciences.

Books

Jane's All the World's Aircraft has come around again, and the 1962-63 edition maintains previous performance, with some interesting additions ranging from ultra-lights on up. Edited by John W. R. Taylor, Jane's requires that an aircraft should have flown, or be firmly committed to production, before it is admitted to its valuable pages. Published by Sampson Low, Marston and Co. Ltd., London W.1., England; £5 5s. Available in Canada through McGraw-Hill Co. of Canada, Toronto 4, (\$40).

Margin for safety by Robert J. Serling (UPI) available on request from Air Transport Association of America, 1000 Connecticut Ave., N.W., Washington 6, D.C.

Observer's Book of Aircraft by William Green, 5s (\$1), Frederick Warne & Co., London, England, and New York.

Floatplanes, volume six of war planes of the second world war, by William Green, 10s 6d. (\$2), Macdonald & Co., Gulf House, London W.1. England.

Flight plan for tomorrow, story of the Douglas, edited by Crosby Maynard, and published by Douglas Aircraft Co., Santa Monica, Calif.

Modern Aircraft Series—titles: Beechcraft Guide by J. Christy; Cessna Guide by L. Thomason; Piper Cub Story by J. M. Triggs; Antique Plane Guide by P. M. Bowers; Parachuting for Sport by J. Greenwood; Lightplane Engines by R. Wieden; Air Traffic Control by R. T. Smith; Pilot's Weather Guide by L. Boyes; Computer Guide by F. K. Smith; and Guide to Homebuilts by P. M. Bowers; all published by Ambassador Books Ltd., Toronto, at \$1.95.

Plein Vol by Pierre Rivest, French language guide to airmanship, instruments, meteorology, theory of flight and other subjects of interest to the private pilot, \$6.50, Box 1422, Baie Comeau, Oue.

Airline Dispatcher in North America by Karl M. Ruppenthal, \$5, Graduate School of Business, Stanford University, Calif

Turbine-engined airliners of the World by F. G. Swanborough, 25s. (\$4), Temple Press Books, London E.C.1., England.

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ELDORADO AVIATION LIMITED, #11 Hangar, Municipal Airport, Edmonton, Alta. Phone GL. 4-2457.

Revolutionary device for switching functions in AC circuits will be made and marketed in Canada by Canadian Aviation Electronics Ltd., Montreal, under an agreement with Energy Conversion Laboratories of Detroit. But considerable further development has to be done before project reaches the marketing stage.

Which 1963 CANADIAN AVIATION