



Airlifting of two 1953 Pontiacs by a huge Bristol "Freighter" made air transport history at Malton Airport, near Toronto, recently. Owned by Associated Airways Limited, Edmonton, and manufactured by the Bristol Aeroplane Company, the plane is the first in Canada to ferry full-sized passenger vehicles by air. The automobiles were destined for Milner Motors in Vegreville, Alberta.

With a main cargo hold 32 feet long, eight feet wide and six

feet, 7½ inches in height, the Bristol is designed to carry everything from kegs of nuts and bolts to heavy equipment and machinery.

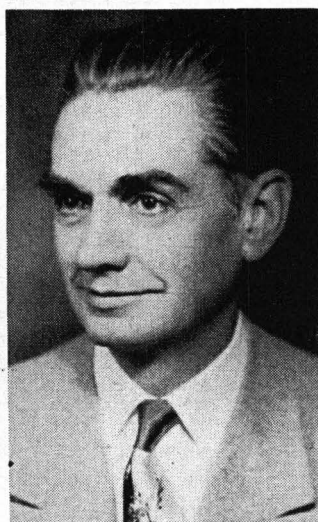
The Freighter is powered by two Hercules 734 engines, developing 2,000 horsepower each. The aircraft has a gross weight of 44,000 pounds and can airlift seven tons of freight over a maximum range of 1,700 miles, while cruising at a speed of 170 mph. Its specifications include a wing span of 108 feet and length, 68 feet, four inches.

in aviation, meteorology, aviation medicine, motorless flight, air transport — safety, and rotating wing aircraft. An entire day was devoted to both aerodynamics and electronics in aviation.

Speakers at the I.A.S. luncheons at the Astor Hotel on Jan. 27, 28, and 29 were, respectively, Clifford C. Furnas, Director of Cornell Aeronautical Laboratory, Inc., and Chairman of the Research and Development Board's Guided Missile Committee; Preston R. Bassett, President of Sperry Gyroscope Company; and W. R. Stovall, Chief, Medical Division, Civil Aeronautics Administration.

Dilworth Leaves Avro Canada

Paul Dilworth, one of the men chiefly responsible for development of the Orenda engine, and until recently chief of engineering of the Gas Turbine Division, Avro Canada, has left the company to enter business on his own in a consulting capacity.



EDWARD LUND

Edward Lund, widely known in aviation circles in Canada and the United States, has been elected president of the Babb Company Incorporated, the Babb Company (Canada) Limited and Aircraft Industries of Canada Limited, St. Johns, Quebec. He occupies the position left vacant by the sudden death of Charles Harding Babb on November 15th.

Merger of Important B.C. Airlines Underway

By E. F. Clendenan

At time of writing, (January 15), Vancouver newspapers were giving prominent publicity to "... Central B. C. Airways ... absorbing four local companies ...". The reference was to the merger application, which has been before the Air Transport Board for some time, made jointly by Central B. C. Air-

ways and Associated Air Taxi Ltd., Vancouver.

Actually, the Board, at that time, had not yet handed down its formal decision, but it is authoritatively stated that the decision, expected in early February, will permit the sale to Central of the Associated firm and its subsidiaries: Associated Aero Services Ltd., a sales and service orga-

nization using large hangar space at Vancouver International Airport; Port Alberni Airways Ltd.; Associated Air Taxi (Powell Lake) Ltd.

The merging of these four firms into Central B. C. Airways will be one of the largest deals in aviation's brief Canadian history. For the last full year reported on, (1951), the four Associated companies reported a gross revenue of about \$600 thousand, earned by the service company and a fleet of 20 small aircraft, with a total capacity of 60 seats, servicing charter licenses at Vancouver Port Alberni, and Powell River; five licensed passenger runs, and two training school licenses.

About 75 per cent of Associated flying, however, was on charter work which has been hard hit in British Columbia during the past two years by a combination of adverse factors: labor troubles; weather; the increasing number of private company-owned planes; the carrying out of big charter contracts by other companies. In spite of an increase of 16 per cent in the total aircraft movements in and out of Vancouver in 1952 for example, charter movements were down by 21 per cent.

As soon as ATB permission is formally granted, the organizational details will be hammered out, governing the greatly increased scope of operations for Central B. C. Airways under its general manager, Russ Baker.

WASP

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of Defense Production contract. The Department's initial

order, it is understood, will be used to power Harvard trainers, now in production for the RCAF at Canadian Car & Foundry Company Limited. Others are being produced for delivery to the U. S. Air Force and NATO powers.

In addition to the Harvard, the R-1340 Wasp also powers the North American T-6G, SN J Trainers, deHavilland's Otter, the Canadian Car & Foundry Norseman, the Sikorsky S-55 helicopter and other aircraft.

Present production schedules for R-1340's use only a portion of Pratt & Whitney's new Canadian facilities. When added production is needed, output can be stepped up substantially. Canadian Pratt & Whitney has established an organization capable of producing a wide range of aircraft engines and parts and plans are already under way to develop production of Pratt & Whitney engines and parts other than the R-1340.

CP&WA's manufacturing division covers approximately 340,000 square feet of floor space, and is designed for rapid expansion in an emergency. The master plan covers four times the present space, and was scaled down to the initial project in such a way as to require minimum rearrangement in future plant expansion.

Three of the four engine test houses at the manufacturing division are being used for testing production engines, the fourth will be used for proof and development testing.

The company's Overhaul & Supply Division is located at Longueuil, approximately a mile from the new operation.