

NEWS ROUNDUP

Mid-Canada Line

Text of the most recent Canadian Government pronouncement on the construction of the so-called Mid-Canada Line, which incorporates the "McGill Fence" automatic early warning device, is as follows:

Air activity out of Flin Flon and The Pas in Northern Manitoba is part of the job in connection with establishment of a further defence system "generally to the north of the settled territory in Canada," following roughly the 55th parallel and referred to as the "Mid-Canada Line."

The Canadian Government, as part of its contribution to the common defence requirements of Canada and the U.S., has undertaken the responsibility for financing, constructing and operating this new system. Before construction can begin it is necessary to survey accurately radar site locations in the chain. Deliveries of Sikorsky S-55 helicopters to the RCAF, some of which will be employed on the survey, began in October and crews are being trained to fly these aircraft. In the interim, the USAF has agreed to supply helicopters and crews to start the job as soon as possible. They recently airlifted American S-55's, utilizing C-124 aircraft, into the Northern Manitoba area.

Construction of the "Mid-Canada

Line" will involve movement of large quantities of construction material by tractor train during the winter months, in addition to airlift of equipment.

Lund Aviation

The address of the newly-formed Lund Aviation (Canada) Ltd., is 124 Dorval Road, Dorval, P.Q., immediately adjacent to Montreal Airport. Lund is headed in Canada by C. H. (Ches) Newhall, president, and is an affiliate of Lund Aviation Inc., New York City.

DoT Goings On

A review of the DoT's activities and plans in the aviation field was given by Air Vice Marshal J. L. E. A. de Niverville, Director of Air Services, when he briefly addressed the opening session of the AITA annual meeting, November 8.

Said A/V/M de Niverville: "The major task undertaken immediately after the war was to bring our transcontinental runway network up to proper standards and very extensive expenditures were made for that purpose. There is still much to be done but basically the ground work has been laid. To this program of major runway development, the DoT has added a very advanced program in the matter of additional facilities, such as lighting, aids to navigation and communications, air traffic control and weather forecasting.

"The program of high intensity runway lighting across Canada is now not merely well under way, but it is moving toward completion so far as our major airports are concerned. Similarly, we have completed the installation of landing systems across Canada at our major airports in accordance with ICAO standards.

"To supplement those. Ground Controlled Approach and the use of radar for surveillance purposes around airports in connection with traffic control are now being planned. It is also expected that a decision on additional radar installations to be purchased to assist air traffic control will be taken in the next few months.

"We are now well advanced in the installation of VOR on the airway between Montreal and Windsor and the next step will be between Toronto

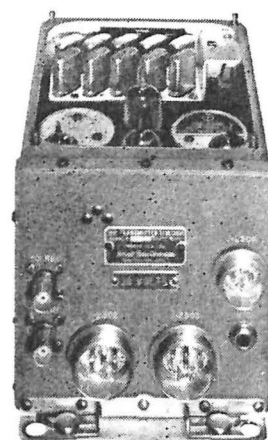


VISIT FROM A VISCOUNT: MacDonald Bros. Aircraft was recently host to Viscount Swinton, British Secretary of State for Commonwealth Relations. Here, MacDonald Gen. Mgr. W. S. Haggett (L) and Asst. GM Murray Auld (R), explain Orenda "hot end" manufacturing steps to Viscount Swinton (centre).

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