



**DICKINS SPECIAL.** Never known to run out of the money, C. H. "Punch" Dickens ran true to form in the golf tournament held in conjunction with the Air Industries and Transport Association semi-annual meeting at Victoria. Above he is presented with his special award, a bush pilot's universal for recovery in the rough, by AITA president E. H. Moncrieff.

# Outlook never brighter Moncrieff tells AITA

**By E. H. MONCRIEFF**  
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It is quite within the realm of possibility that aviation in the next 25 years will become Canada's largest industry. Its future is boundless and almost staggers the imagination.

Looking at the civil aviation today, there appears to be little doubt that on this side of our industry the picture has never been brighter.

Between the period 1946 to the end of 1954, the number of licensed aircraft has risen from 911 to 2,800, total mileage flown has increased from 28 million to 61 million; passengers carried are up from 836,000 to 2,865,547; freight and express up from 25 million to 115 million lb.

Preliminary figures for both scheduled and nonscheduled carriers indicate tonnages for 1955 will be more than double the 1954 figures, due mainly to the DEW and mid-Canada lifts.

## New Orders

These figures give tangible evidence that the operators are backing up their confidence in the future and if further evidence is needed, it comes from other new equipment orders:

—CPA, three Britannias with options on a further five.

—A TCA order for an additional 20 Viscounts, with an announcement that TCA is considering four large 120-passenger jet types valued at \$25 millions to be in service by 1961.

In the helicopter field the demand for these services increases each year until

now there are over 60 civil registrations and about as many in current use by the military services.

Aerial survey is experiencing a phenomenal growth and Canada now leads the world in the development of airborne geological survey equipment techniques. It is forecast that due to these advances the geophysical industry in Canada will double in the next two years.

Since 1952 approximately three million square miles of Canada have been surveyed by air, plus an additional 1½ million line miles flown on mineral and oil surveys. Canadian registered aircraft are operating on aerial survey work in countries all over the world.

Aerial spraying will continue to be big business and in 1956 the Budworm Operation will involve 90 aircraft at an expenditure of \$1.2 millions, bringing the over-all costs since inception of the scheme to over \$7 millions.

The DEW and Mid-Canada airlifts continue to absorb the attention of many of our carriers. As of January, 1956, upward of 42,000 tons had been moved on the DEW line alone. The wealth of experience gained in the operation and maintenance of multiengine aircraft under severe arctic conditions has been of inestimable value to our carriers and Canada.

## Mergers Strengthen

The trend toward mergers and amalgamations of air transport companies continues and has considerably strengthened the position of a number of regional carriers. The acquisition of Associated Airways by Pacific Western

Air Lines has been officially completed and Central Northern has merged with Arctic Wings to form Trans-Air.

On the industrial side, aviation ranks eighth among Canadian manufacturing industries in terms of sales. The industry has had the greatest increase in the number of employees based on the 1949 Department of Labor index when compared to all other industries in Canada.

It is significant that at the beginning of 1956, approximately 2.4% of the total Canadian labor force was earning its livelihood directly from aviation.

Canadair produced 225 Sabres in 1955, and 61 T-33 trainers. It is planned that production of both types on a reduced basis will continue during the present year. Considerable advanced engineering, tooling and development work has been completed on the CL-28 Maritime Reconnaissance aircraft. Canadair will participate in the Sparrow air-to-air missile program.

## New Aircraft

A. V. Roe is progressing with development work on the CF-105 supersonic fighter interceptor and Orenda Engine is making similar progress on the PS-13 engine. Canadian Steel Improvement has added a new forge shop and equipment is being installed for working aluminum and titanium.

Good progress is reported at de Havilland on the CS2F program and deliveries are planned for the latter part of 1956. The Beavers and Otters, two aircraft of which Canada can feel justly proud, are now in service in 38 countries and it is of interest to note that both types have been chosen for service with the Commonwealth and U. S. Antarctic expeditions.

Rolls-Royce completed the manufacture of 50 Nene engines for the T-33 aircraft in 1955 and will continue to supply parts for this engine which is proving itself to be such a very reliable workhorse in RCAF training service.

## Computer Contract

PSC Applied Research has received a contract for manufacturing the R Theta-navigational computer and is preparing for production.

Doman-Fleet Helicopters has obtained approval for their helicopter, the LZ-5.

Canadian Pratt and Whitney is making steady progress on tooling for production of the R-1820 engine and first units are already rolling off the line.

The volume of work enjoyed by overhaul and repair contractors appears to have leveled off over the few months in line with the RCAF flying activities, which have remained at a fairly even tempo for the past year.

The industry is not free from troubled areas. For example, the associate manufacturers are in need of concentrated efforts on their behalf. Serious consideration should be given to a policy which would eliminate uneven production schedules and make it possible to give greater preference to Canadian sources of supply.