

too late to go on a barge, the company was faced with the complicated and involved job of breaking them down into smaller units for loading on Eldorado Aviation's freighters, or else locating a larger aircraft that could handle the equipment intact.

The four generators, each 9½ feet high, 8½ feet long, and less than five feet wide, ranged in weight from 7,800 pounds to 14,260 pounds. The problem in air-lifting them was not so much weight but fitting them into an airplane. This proved easy for the Beverley, with its big clamshell doors opening to the full height and width of the 10 by 10 foot cargo hold. On short flights, such as the Beaverlodge trip, the Beverley can carry 22 tons.

Exchange Posting

An officer exchange plan between the RCAF and the Royal Australian Air Force, has been announced. Although the RCAF has had such programs in effect with the RAF and USAF for some time, this is the first exchange between the RCAF and the RAAF.

Flight Lieutenant Alan Moyles, an RCAF pilot from Peterborough, sailed from Vancouver October 23 for a two-year term of duty at the RAAF's Air Research & Development Unit at Laverton, Australia. The RAAF officer involved in the switch is Flight Lieutenant V. J. Hill, a pilot who won the Distinguished Flying Cross during operations in Korea. He will serve at the RCAF's Central Experimental & Proving Establishment at Rockcliffe, outside Ottawa.

By coincidence, the two officers being exchanged between the RCAF and the RAAF are personal friends.

CF-105 Fire Control

The electronic firing system for Avro Aircraft's CF-105 delta-wing supersonic fighter will probably be produced by RCA Victor Ltd., in Montreal. Development work will be carried out at RCA's David Sarnoff Research Centre in Princetown, New Jersey.

Destination Unknown

The following story is attributed to "usually reliable sources in Saskatoon."

A squadron leader at RCAF Station Saskatoon was scheduled to deliver an address to a veterans' organization in North Battleford recently. A Beech Expeditor from No. 1 Advanced Flying School was laid-on as transportation. The pilot of the aircraft suggested that

the squadron leader do the navigating, and not being one to slough-off responsibility, he did so. In due time they were in the circuit at destination, landing clearance was obtained plus taxi-instructions to the passenger terminal.


The pilot, with a considerable thought to his passenger's comfort, throttled well back during the disembarkation. Once on the tarmac, the skew-ell gave the pilot an operational thumbs-up and a farewell wave. He even watched the Exploder take-off. He felt good. Wonderful age we're living in, he thought.

Trans-fixing the sod behind the

counter with a squadron leader's glare, he picked up the telephone with a muttered: "Big meeting in Battleford tonight."

The party who answered the phone didn't know of any Mr. Johnson. Neither did the Legion secretary downtown. There was no delegation to meet the squadron leader either. Nor a car. Narked by this time, he called the Army, Navy & Air Force Club. They knew of no meeting. At this point the sod behind the counter enquired mildly:

"Did you say North Battleford sir? I'm afraid you're in Prince Albert."



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