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Expect Large Order for Chipmunks

Negotiations Under Way at Toronto for Substantial Quantity of Canadian Trainers

FIRST PRODUCTION BEAVER DELIVERED

A contract for a substantial number of deHavilland Chipmunk trainers, to be built for an export market, is at present being negotiated by The deHavilland Aircraft of Canada and an unnamed buyer at Toronto.

We are unable to state the exact number ordered at this time. However, the quantity is sufficient to indicate that the Canadian-designed and-built ab initio trainer has established itself in the highly competitive field of modern training aircraft.

Powered by a 140-hp Gypsy Major engine, the Chipmunk has a maximum speed of 143 mph, cruising speed of 124 mph and an economical cruising consumption of 6.4 gal./hr.

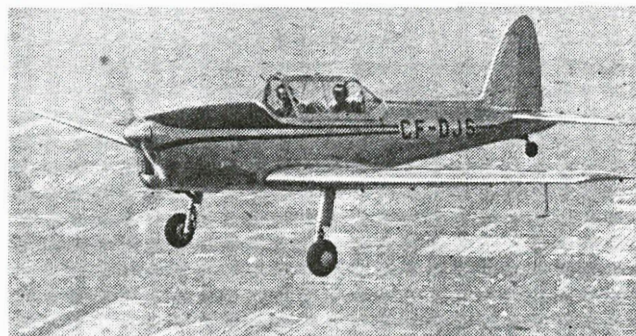
Remarkably sturdy and nimble in aerobatics, the Chipmunk also has many other improvements over previous aircraft of its category.

Close on the heels of the

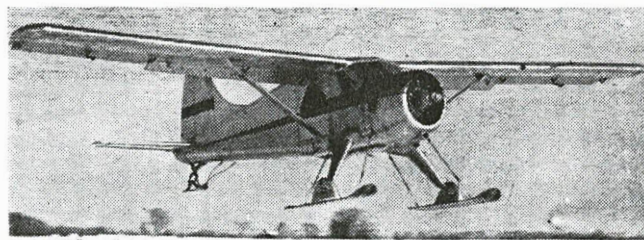
Chipmunk negotiations comes word that the first production model of the deHavilland Beaver, another all-Canadian aircraft, has been delivered to the Ontario Provincial Air Services.

The Beaver now fully approved by the Dept. of Transport is out of the experimental category after having passed its ski tests in one day. Designed to meet the rigid requirements of Canadian bush flying, by Canadian engineers, the Beaver has lived up to the most optimistic expectations.

Completion of the first production model marks the initial step toward a production goal of four a day. With confirmed orders for 16 Beavers already on hand, 12 of which are scheduled for Ontario's Provincial Air Services, the deHavilland company expects to reach the four-a-day target early in April.



DE HAVILLAND CHIPMUNK



BEAVER APPROVED FOR SKIS

Having passed its ski test trials in one day, the de Havilland Beaver is now fully approved by the DOT. Production is under way at the company's Toronto plant to fill orders for the Beaver.

McGregor New TCA President



GORDON R. MCGREGOR

Gordon R. McGregor, a combat flier in the Second Great War, is the new president of Trans-Canada Air Lines, succeeding H. J. Symington, who relinquished the post last November.

Announcement of the appointment was made recently following a meeting of the board of directors of the CNR and TCA. Mr. McGregor was also made a member of the board of directors of TCA succeeding J. A. Wilson, retired.

The first combat pilot of World War II to become president of an airline, Mr. McGregor joined TCA in 1945 after a distinguished war

career with the RCAF. He was appointed general traffic manager, with system jurisdiction including overseas service, in Jan., 1946. Since that time he has been widely acclaimed for his contribution to the study of traffic problems confronting the air transport industry.

In the autumn of 1947 he was appointed chairman of the International Air Transport Conference held at Petropolis, Brazil. He was also chairman of the IATA conferences there, and his chairmanship included the meeting of the first conference area which covers the western hemisphere and of the joint conference covering the world.

From 1923 until the outbreak of war in 1939, Mr. McGregor was a member of the staff of the Bell Telephone Co.

While living in Kingston he became interested in avia-

tion and joined the Kingston Flying Club in 1932. Three years later he won the Webster Trophy and repeated the achievement in 1936 and 1938. A year before the outbreak of the war, he joined No. 115 Auxiliary Squadron, RCAF, and in 1939 he left his position as district manager of the Bell Telephone Co., at Montreal to go on active service.

Flight Lieutenant McGregor was one of the historic "few" who staved off defeat during the crucial Battle of Britain. He ran up a record of five and a half Nazi aircraft destroyed, seven probables and eight damaged.

He retired from the air force as a Group Captain and his decorations included; Distinguished Flying Cross, Order of the British Empire, Order of the Orange Nassau (Holland), Croix de Guerre (France), and the War Cross (Czechoslovakia).