

CANADA'S  
**LARGEST STOCK**  
OF SPARES AND  
COMPONENTS FOR  
**Beechcraft**  
C47/DC-3 • CANSO PBV

# DE-ICE with ICEX NO. 6 from

**B.F. Goodrich**

Cuts adhesive force  
of ice on a de-iced  
surface freshly treat-  
ed to only 7% of an  
untreated surface.

IN CALGARY  
CALL M. WILSON, 403-277-0126  
IN TORONTO  
CALL DON ROBERTSON, 416-677-3650  
IN MONTREAL  
CALL G. MURPHY, 514-631-2007

# FIELD AVIATION

COMPANY LIMITED, P.O. BOX 1001,  
MALTON, ONT.,  
McCALL FIELD, CALGARY, ALTA., or  
MONTREAL INTERNATIONAL AIRPORT,  
DORVAL, P.Q.

For further information circle No. 23



Scheduled for delivery early in 1970, the Bell 212 Twin Jet will reach new safety and performance peaks for medium-size, transport helicopters. The 15-place aircraft will be powered by two Pratt & Whitney PT6 free-turbine engines built by United Aircraft of Canada in Montreal. This power package will provide good high altitude and hot weather performance.

## Helicopters

### New version of the Huey

A powerful new version of the army UH-1C Huey helicopter, capable of lifting a three-ton external payload, has been successfully flown by Textron's Bell Helicopter Co., Fort Worth, Tex.

The retrofitted aircraft, the HueyTug, uses the UH-1B or C airframe but incorporates the Lycoming T55-L engine now used in larger helicopters.

Bell engineers state the HueyTug is ideally suited as an aerial artillery prime mover in field combat operations. Field tests have shown the ship also can serve as an important medium-lift resupply aircraft, ship-to-shore transport, engineer construction tool, high-speed command post, medical evacuator and retriever of 90% of the army aircraft fleet.

The HueyTug is designed to hover out of ground effect at 4,000 ft altitude, 95 deg F, at 14,000 lb maximum gross weight. It is capable of 140 knots in a slick (no external load) configuration.

A Lycoming T55 engine provides more than twice the power now available in present UH-1 Hueys.

### Quieter helicopters sought

Cornell Aeronautical Laboratory scientists are looking for ways to make helicopters quieter and more efficient through changes in the rotor blade tips. NASA has invested \$44,000 in the project, which involves the effects of various changes in blade-tip geometry on the generation of vortex wakes. Square, sweptback and sweptforward wing-tips are being considered. The outer edge of the tips will be modified in rounded edge, V-shaped or beveled configurations.

### New engine for 'copters

Garrett Aeresearch Manufacturing Co. has developed a 220-shp turboshaft engine for small helicopters, the TSE36-1. The first order for the engine was placed by Enstrom Corp., which will use it to power the two to three-place T-28 version of the piston-powered F-28A. The T-28 is scheduled for certification early next year.

### Flying fire buckets

Structural fires caused by rocket attacks and other war fighting in Saigon, South Vietnam, are being doused aerially with water. The flame-squelching flood is dumped from a 450-gallon fiberglass bucket designed to be filled and emptied from a hovering helicopter. Hovering over a river, lake, or other open water supply, the 'copter tips the container and fills it in a matter of seconds. The aircraft then speeds to the fire, dumps its water cargo on the target, and shuttles back for another load.

### 76 helicopters ordered

Seventy-six helicopters, twin-engined versions of the UH-1 Iroquois, have been ordered by the U.S. Air Force from the Textron Bell Helicopter Co. Initial funding is \$9.7 million, and deliveries are to begin in November 1969. Designated UH-1N, the helicopters are a configuration of the model UH-1H, which Bell is producing in quantity for the U.S. Army.

## People



D. V. Dickie



R. J. Elliott

Many readers and friends of *Canadian Aviation* will be sorry to learn of the death of D. V. (Bud) Dickie, manager of the magazine since 1955. Bud had a great enthusiasm for all matters concerning aviation and his integrity made him many firm friends during his travels across North America. Succeeding him as manager of the magazine is R. J. (Bob) Elliott, who served for 12 years in the petroleum industry before joining Maclean-Hunter in 1963. Bob took a

great interest in air cargo operations during his service with *Materials Handling in Canada* magazine and has a natural affinity for aviation, since his father was an aircraft technician with Avro Aircraft during the Arrow project, and is now serving with an aviation company in Los Angeles, Calif.

**Richard N. Robinson** has been named president of the Aero Commander Division of North American Rockwell Corporation. He has been vice-president of marketing for Aero Commander since joining the division in December, 1966. As president, he succeeds **George T. Humphrey**, who has resigned.



**R. N. Robinson**



**A. M. Scott.**

**A. M. Scott** has been appointed general manager, sales, for the Rolls-Royce Aero Engine Division. He joined Rolls-Royce in 1939 as a graduate engineer and in 1950 came to Canada, becoming chief test engineer of the company's Montreal plant in 1952. Appointed sales manager North America in 1955, Mr. Scott became chief engineer, Rolls-Royce of Canada Ltd. in 1958, and two years later, chief engineer and sales and service manager of the Canadian company. Mr. Scott returned to the United Kingdom as sales and service manager, Rolls-Royce Scottish Factories in 1962.

The election of **Alvin O. Norman** as president was announced by Transair Ltd., Winnipeg. Mr. Norman, 37, has had experience in the fields of airline market research and traffic analysis, most recently as a sales engineer at Boeing Company in Seattle, Washington. He worked very closely with Canadian regional airlines in the development of plans related to the implementation of the announced Canadian regional air carrier policy. A native of Vancouver, B.C., Mr. Norman graduated with honours in civil engineering and forestry from the University of British Columbia and did post-graduate study at the Massachusetts Institute of Technology.

Transair Limited, announced the election of **Philip G. Givens**, and **Andrew E. J. Thompson**, both of Toronto, to the board of directors of the Winnipeg-based airline. Mr. Givens is a partner in the law firm of Pivnick, Givens and Chusid and a former mayor of Toronto. Senator Thompson was formerly Leader of the Opposition in the Ontario Legislature.

**John A. Timmins** and **John J. Shannon**, formerly president and vice-president of Timmins Aviation Ltd., Canadian-based aircraft sales, service and galley manu-

facturing company, announced the formation of Timmins, Shannon & Associates Ltd., with offices in Montreal. The company is engaged in the trading and financing of corporate and transport category aircraft and in the design, construction and leasing of airport ground facilities.

**Henry J. Schiebel**, vice-president of Grumman Engineering Aircraft Corporation and director, Grumman International, has been named the 1968 recipient of the National Business Aircraft Association's annual award for meritorious service to aviation.

**Alex M. Jardine** of Victoria, has been re-elected president of the R.C.A.F. Association at the annual convention in Kitchener. Also re-elected as grand president was **Air Marshal Wilfred A. Curtis** of Toronto. **Albert W. Goodwin** of Moncton, N.B. was elected vice-president; and **Tom Farmer** of North Bay, **Stanley Wootten** of Winnipeg, and **E. L. Sayle** of Ottawa were elected directors.

**John H. Ferris** of Regina has won the 1968 Canadian Armed Forces "Member of the Year" Award at the RCAF Association's convention in Kitchener. Mr. Ferris received the award for his contributions to youth work and the Air Cadet movement in Canada.

**Dr. Gene R. Marner**, director of research at Collins Radio Co., has been appointed chairman of a seven-member air traffic control panel set up by the Electronic Industries Association, Washington, D.C. The panel will work with the Department of Transportation on problems involving electronics.

Executive appointments at Canadian Curtiss-Wright, Ltd., include the following: **Peter A. Manchur**, vice-president, administration and finance; **Lloyd S. Hoar**, vice-president, Power Products Division; **Peter A. Neuman**, vice-president, Industrial Products Division; and **Robert D. Sage**, vice-president, Aerospace Division.



**E. H. Birnie**

The appointment of **E. H. Birnie** as manager, aircraft marketing, for Northwest Industries Ltd., Edmonton, is announced. A graduate in mechanical engineering from the University of Saskatchewan, and an experienced float plane pilot, Mr. Birnie will be responsible for marketing and research activities in the aircraft sales and service department of Northwest Industries, a division of CAE Industries Ltd., Montreal.

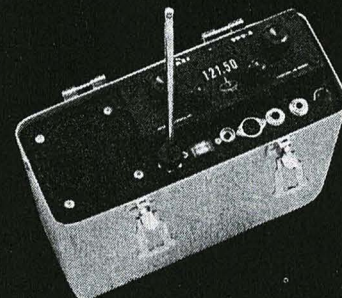


## THIS BUTTON MAY SAVE YOUR LIFE

When you pull the "NEW" Red Button, the BEI 990-5P Transceiver immediately transmits a constant amplitude signal, modulating from 3000 to 300 Hz at a rate of 3 Hz per second on 121.5 - International Emergency Frequency. Search aircraft can quickly zero in on your downed plane for emergency action.

This significant new option for the BEI 990-5P, 30 channel transceiver costs only \$54.00, makes it twice the buy... Portable Transceiver with full 5 watt transmitting power, which operates from rechargeable Cadmium batteries, and Emergency Distress Beacon combined in one compact aluminum carry case weighing only 10 pounds. Write for the address of your nearest dealer.

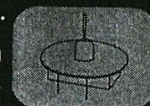
## BEI 990-5 TRANSCIVER



**BEI**

**Bayside ELECTRONICS, INC.**

1598 LINDBERGH ST.  
STOCKTON, CALIF.  
PHONE 209/466-4631



CENTRUM AVIONICS, LTD. - TORONTO

DUCEY AVIONICS, LTD. - EDMONTON

For further information circle No. 21