

## Prospects For Avro

Speaking recently at Milton, Ont., Defense Minister, The Hon George Pearkes gave an assurance on the production of the Avro CF-105 Arrow. Addressing the Halton County Progressive Conservative Association, General Pearkes said that Canada would be a target area if war broke out. We had to work together with the United States to protect the bases from which the forces of retaliation would be launched. This was the reason he had ordered A. V. Roe to go ahead with the CF-105 project. "Any of you here who work at Avro can be sure that project will be going ahead," the Defense Minister added.

Following the cancellation of the Mark 6 CF-100 contract, Fred T. Smye, president and general manager, issued a statement to Avro employees. He said it was understood that certain phases of the work under the Mark 6 development contract would be continued, particularly as it pertains to the missile armament. The cutback would necessitate some adjustment of the work force between now and the spring, but there was no indication of any need for immediate major reduction in staff. Alongside the Mark 6 cancellation, firm had received an extension of the contract for the Mark 5 which would involve "a considerable number" of additional aircraft of this variant.

## Noorduyn Expansion

Greatly increased accommodation and facilities for aircraft servicing and overhaul have been opened by Noorduyn Norseman Aircraft Ltd., at Cartierville Airport, Quebec. The new plant, offices and hangars and sales centre cover an estimated 40,000 sq. ft. Emphasis has been placed on Norseman overhaul and service facilities. Service includes a 24-hour fly-in engine exchange service using guaranteed factory parts. New engines and propellers are available from stock, and there is also a full float and ski sales and repair service.

## Otters For India

Representatives of the Indian Government recently visited the de Havilland Aircraft of Canada plant, Downsview, Ontario, to accept delivery of the first six of a substantial order of Otter aircraft. The acceptance of the aircraft began a delivery schedule which will run through July 1958 before completion of the contract. The tasks of the Indian Air Force Otters will be similar in scope to those of the Otters with the United States Army and Navy, the RCAF, the Norwegian Air Force and the Chilean Air Force. They will be engaged on the rapid movement of organic equipment, supplies and personnel, search and rescue missions, as aerial ambulances and for air-drop re-supply. Over two hundred Otters are presently being used for military and civil purposes throughout the world, the bulk of them with the U. S. Army.



**TCA SYSTEM.** The Ferranti Business Transactor, engineered to supply Trans-Canada Air Lines with an up-to-the-minute electronic reservations system, was also demonstrated at the recent convention of the Institute of Radio Engineers in Toronto.

## Automatic Reservation For TCA

Trans-Canada Air Lines gave a demonstration recently of the electronic reservations system which is being developed in conjunction with Ferranti Electric Ltd., Toronto, for the airline. At the heart of the system is the Ferranti Business Transactor, which has the ability to "read" the instructions marked on a reservations card by the agency clerk. The information is relayed to a general purpose computer, availability of the flight is checked, and the answer relayed back to the transactor all within two seconds.

The system was demonstrated in Toronto at the Royal York Hotel. Several transactors there were used in conjunction with a computer at the University of Toronto. Communication between these points was made by normal telephone line, as it will be when the system is put into operation. By that time TCA will have its own privately leased channel in the transAtlantic telephone cable between London, England, and Montreal, and this will be used for transAtlantic bookings.

Mr. C. J. Campbell, Director of Telecommunications for TCA, said in an interview following the demonstration, that if the system was acceptable in its present form it could be placed in operation in about twelve months. He thought it likely, however, that some modification would be required by the airline's reservation experts. The system is designed to provide an up-to-the-second inventory of all available seats over TCA's routes, and complete reservations in a matter of seconds. It is expected to reduce by about 60 percent the transactions and telephone communications required to board TCA's 250,000 passengers a month.

To operate the transactor, an agent records on a pre-printed data processing card the information required for a

passenger travelling from city A to city B. This is done by drawing a line through the designator for each city. Lines are then drawn through the flight number, date and month of travel. No special pencils or pens are required. The card is then inserted into a slot in the transactor and the answer is punched on to the card. The pencil lines operate the system. No keyboard or other controls of any kind are required.

At present an average of 3.5 telephone calls are required for each passenger boarded. In some areas the figure reaches 7. The Toronto reservation office alone handles 130,000 telephone calls a month, and payload control, the nerve centre handling all available space throughout the TCA network, processes 30,000 communications per day.

The new system was conceived by Lyman Richardson, communications analyst with TCA in Montreal. It was shown for the first time at the IRE Convention in Toronto in October. Claims for the new system are that it is more versatile than other known systems. It is controlled by a program fed into the computer by means of a tape in a matter of minutes, and will then work according to that program indefinitely. Any desired change in procedure or methods may be made simply by changing the program in the computer and printing amended reservation cards. No mechanical or electrical modifications will be necessary. The computer required is a normal general purpose machine.

For the purpose of the demonstration at the Royal York Hotel the entire TCA schedule for the last two weeks in October had been programed in the computer at Toronto University. In practise storage for 6 months' or a year or more's schedules can be held in the computer's memory, though such long periods would not normally be required.