

Canadian Honored

★ The honor of giving the British Commonwealth Lecture, one of the annual highlights of the Royal Aeronautical Society, goes this year to James C. Floyd, vice-president engineering, Avro Aircraft Ltd.

In accepting the Society's invitation to address the most famous aeronautical personalities in Commonwealth aviation, Mr. Floyd joins an impressive role of speakers over the years. The lecture is to be given in England on October 9.

Mr. Floyd was born in England and educated at Manchester College of Technology from which he graduated in 1936. In 1950 he became a naturalized Canadian and was the first, and remains the only, non-American to win the Wright Brothers Medal. He won the award in 1950 in recognition of his contributions to the progress of aviation, including the design of the Avro Jetliner, first jet-powered transport aircraft on the North American continent. In 1958 he received the McCurdy Award, the Canadian equivalent to the Wright Brothers Medal, in connection with his work on the Avro Arrow.

As vice-president engineering, Mr. Floyd is in charge of the Avro Arrow design and development program. During his career, he was in charge of the development teams on the CF-100. In England, he was engaged on the design of many other notable aircraft types, including the Anson, Lancaster and York at A. V. Roe & Co. Ltd., Manchester.

Mr. Floyd is a Fellow of the Royal Aeronautical Society; a Fellow of the Canadian Aeronautical Institute; a member of the Institute of the Aeronautical Sciences, and also past chairman of the Toronto Section of the Institute of Aeronautical Sciences.

Trans-Atlantic Traffic Up

Total traffic for the second quarter of this year across the Atlantic was up 24.6% over the same three months of 1957, and up 111% over the first quarter this year. More than 200,000 passengers flew the North Atlantic in the Economy class cabins of the scheduled airlines during the first three months operation of the new low-fare service which began April 1.

Economy class accounted for 59.6% of all passengers carried over the North Atlantic during April, May and June; 21% travelled on first class and 19.4% on tourist class service. According to IATA figures, a total of 335,615 passengers were flown on scheduled services over the route during the second quarter of the year.

IATA airlines operated 8,622 flights over the Atlantic in this period, an increase of 34.1% over the same period of 1957. Due to the introduction of new and larger aircraft, and the greater seating capacities of Economy class, seats available increased 49.5%. A new monthly record of 3,394 flights, more than 110 per day, was established during June.

★ Arrow Testing Continues

Flight testing of the CF-105 Arrow resumed August 1 as chief experimental test pilot Jan Zurakowski took the second production Arrow up for its first flight. Airborne for 70 minutes, Zurakowski held the Arrow below Mach 1 for the duration of the flight. As a first flight, it was kept to general handling and a check out of control systems.

With Avro's production line rolling again after summer vacation, more Arrows are beginning to appear on the flight line. With the increased activity, other Avro test pilots have begun flying them. Second in line is Spud

Potocki, and then is F/L Jack Woodman, the RCAF's acceptance test pilot stationed at Avro.

Montreal Terminal Plans

Decision to combine the system of aeroquays and fingers for loading and unloading passengers at the new Montreal air terminal was made last month by the Transport Department and airline representatives. After years of delay and indecision in the design of the \$15 million terminal, the decision was finally made to adopt a hybrid concept,

The huge terminal which is five storeys high, is not yet closed in. However this is expected to be done by late fall and workmen will be able to work indoors during the winter. In addition to the loading fingers which will jut out east and west of the terminal, at least one aeroquay will be constructed. The aeroquay, connected to the terminal by means of a tunnel, will be located several hundred yards north of the terminal and will handle passengers from half a dozen aircraft.

In view of the many changes of plans since the building was first started in August 1955, airlines were frankly sceptical of Deputy Transport Minister John Baldwin's cautious statement that the building should be completed by late 1959.

Silver Dart Displayed

A replica of the first powered aircraft to fly in Canada was on display at the Canadian National Exhibition in Toronto as the feature attraction at the



CANADIAN JUMPER: Floyd Martineau, of the Parachute Club of Canada, was this country's only representative at the World Parachuting Contest held at Bratislava, Czechoslovakia from August 1 to 16. Chute used by Martineau was a 30-foot Tojo with slip-risers for sport jumping, donated by Irvin Air Chute Ltd. Chute was designed with co-operation of the P.C.C.