

## Kamloops Club Reports on Year

Reporting to the members that the Kamloops Flying Club logged 430 flying hours for the past year, president D. A. B. McPherson said that the club suffered a loss of \$364.75 on flying operations, but other profits showed a net gain of \$3,787.94.

Elected to the directorate were A. E. Armstrong, Harry Acres, Jack Bell, R. F. Burton, C. Hanson, W. A. Keith McAllister, Sam Perry, W. J. Paxton, Kermit R. Macdonald and W. Worsford.

## 3 Canadians Earn Helicopter "Wings"

Three Toronto men are licensed by the Civil Aeronautics Authority to fly commercial helicopters after completing instruction at the Bell Aircraft Corporation helicopter flight training school here.

The new rotary-wing pilots from Toronto are Alec F. Soutar, Charles P. Tufford, and George R. Boles.

Soutar, who learned to fly with the RCAF at St. Catharines, Ont., entered service in November, 1940, and spent nearly five years in the European theatre as a fighter and photographic reconnaissance pilot. He earned ratings as a service flying instructor and glider pilot instructor before he was relieved of active duty as a flight lieutenant in December 1945 with 1,600 logged hours.

## People In The News



C. P. TUFFORD



G. R. BOLES



A. F. SOUTAR

Tufford received his pilot training with the Hamilton Aero Club and the Royal Air Force in England in 1938 and completed 120 operational missions with the RAF Coastal Command from September, 1939, to the end of the war. He was transferred to the RCAF and returned to civilian life last month. He has logged 1,800 hours.

After learning to fly in 1934 in Edmonton, Alberta, Boles spent 10 years with the Royal Air Force and logged 2,000 hours before being returned to civilian life with the rank of squadron leader in January.

Soutar is employed as a pilot by the Photographic Survey Company, Ltd., and will fly the Bell helicopter which will be delivered to the Toronto firm shortly.

Tufford and Boles will pilot Bell helicopters for Lundberg-Ryan Air Explorations Co., Inc., which will use the rotary-wing aircraft to conduct geophysical surveys in Canada and the United States.

## Martin Foley Leaves Montreal

Martin Foley, Montrealeur, has been named Canadian traffic manager for United Air Lines with headquarters in Detroit. It will be Mr. Foley's task to facilitate UAL expansion in Eastern Canada. He will cover Montreal, London, Hamilton, Windsor, Toronto and Ottawa.

Henceforth all UAL reservations for coast-to-coast and Pacific coast flights will be handled by Trans-Canada Air Lines. Mr. Foley was formerly United district traffic and sales manager in Montreal.

H. Oliver West, recently elected president and general manager of Canadair Limited, has been elected to the board of directors of the Electric Boat Company.

## TCA Appoints Mgr. at Heathrow

The appointment of Gilbert G. Minorgan, Trans-Canada Air Lines representative at London Airport, Heathrow, to be station manager there, was announced by F. M. McGregor, operations manager, TCA trans-Atlantic service.

Mr. Minorgan entered TCA service in December 1940 at Vancouver, B.C., and joined the Royal Canadian Air Force in July, 1942. He returned to TCA at Winnipeg in January, 1945, and following assignments at Vancouver and Lethbridge was appointed passenger agent in charge at Prestwick, Scotland.

## Airline Names Two To Higher Posts

Hugh B. Main has been appointed assistant to the president of Canadian Pacific Air Lines and D. J. Herring has been promoted to succeed him as director of research, it is announced by Grant McConachie, president of the airline.

A native of Smith Falls, Ont., son of H. J. Main, assistant to the vice-president of the Canadian Pacific Rail-



H. B. MAIN

way, Mr. Main had been director of research for the airline since January.

Discharged from the Canadian Navy with the rank of Lieutenant a year ago after four years of service, he was successively special representative for CPA in Edmonton and Montreal, assistant superintendent of the Saskatchewan District at Regina, and director of research at Montreal before his present appointment.

Mr. Herring, a native of Ottawa, had been statistician of the Edmonton office of Canadian Pacific Air Lines for four years before coming here in January as assistant director of research. Educated in public and high schools at Ottawa and for three years at McGill and Queen's universities, he worked for the Canadian Government for four years, leaving a post in Washington to join CPA at Edmonton.



DON HERRING

## Skating Queen Likes Flying



As if any excuse is needed for running a picture of a pretty girl—here is Barbara Ann Scott, holder of the Women's World Figure Skating Championship, being commissioned an Honorary Captain of TCA's Skyliners by H. J. Symington, K.C., C.M.G., while the Rt. Hon. C. D. Howe looks on. Barbara Ann is a flier too, with some solo flying time to her credit.



## New Hangar For Flying Club

Chilliwack Flying Club, which lost heavily in a high windstorm not very long ago, will soon be operating again. Plans have been adopted for a new \$12,500 hangar to replace the storm-wrecked one, and the club is making plans to replace its fleet of aircraft with two Fleet Canucks and one Piper Cub.

Much of the material and planning has been donated by members and others of the community, and the club has undertaken to rent the hangar from the airport for a set fee, plus a percentage of the revenue from flying time.

Arrangements with Standard Oil Co. have been completed to borrow necessary funds, which will be retired by the club's rental fees. The hangar will accommodate 11 aircraft.

## Approve Site For Airport

The Kossuth site for the Kitchener-Waterloo airport has been examined, surveyed and approved by the Department of Transport. Reconstruction Minister C. D. Howe has advised the municipalities to get together and see what part of the financial load they can handle. Government assistance on the finan-

cing is assured, but the ratios are not determined until the municipal councils meet.

The field would serve not only Waterloo and Kitchener, but also Galt, Hespeler, Guelph and some other centres. Some sort of agreement must be arrived at between them before final plans for financing the field can be arrived at.

## Cub Gives Options On Many Shares

Cub Aircraft Corp. Ltd., Hamilton, has advised that Geo. R. Harris, Toronto, has underwritten 10,000 shares of Cub Aircraft Corp. Ltd. at \$1.05 per share, payable by March 14.

In addition, the company says an option has been given on 251,489 shares at \$1.05 a share, exercisable in various blocks between April 10 and Sept. 10, 1947.

Cub Aircraft Corp. Ltd., has produced over 200 planes since V-J Day.

## DOT Circulars Classified as Memos

The Information Circulars sent out regularly by the Dept. of Transport, have been classed as memoranda of safe practices. The confirmation of this comes from A. T. Cowley, Director of Air Services,

Dept. of Transport, Ottawa.

Replying to a letter from the Air Industries and Transport Association, Mr. Cowley confirmed the group's description of the circulars. In some respects, they cover provisions of the Aeronautics Act or Air Regulations, and as these latter provisions must be obeyed by all fliers, then circulars covering such points must also be obeyed.

Infractions of these, points out Mr. Cowley, may well lead to the suspension of a pilot's license.

## Overhaul Plant Changes Hands

The overhaul and repair plant of Canadian Pacific Air Lines at Lac à la Tortice, P.Q., has been taken over by Aircraft Overhaul and Repairs Ltd.

The company has taken over the plant, together with all facilities, shop equipment and personnel. The change is effective from March 16.

## Hint New Post For C. D. Howe

Rumors around Ottawa indicate that the reconstruction department is getting ready to close, and March 31 is said to be the probable end of the department. Some time ago, Rt. Hon. C. D. Howe said that 80% of the work of reconvert Canada's industries to peacetime footing had been accomplished, and it is thought the balance of the conversion can be handled by regular government departments.

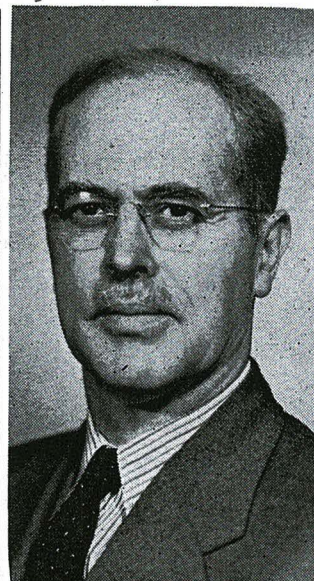
Prime Minister King is said to be reluctant to lose the services of his dynamic Reconstruction Minister, and reports say a portfolio of civil aviation may be created which will be headed by Mr. Howe.

Such a move would serve a double purpose—it would keep Mr. Howe in the Cabinet and would put him in control of Trans-Canada Air Lines. It is known that he would like to run TCA for the next five years of its growth.

## Courtney Moved To Bermuda Post

The appointment of W. G. Courtney to be regional traffic manager, West Indies Region, Trans-Canada Air Lines, was announced by G. R. McGregor, general traffic manager of the company. Mr. Courtney will have his headquarters at Hamilton, Bermuda.

On the formation of Trans-Canada Air Lines, in 1937, he became agent, at Vancouver, handling passenger traffic on



W. G. COURTNEY

the first route operated by the National Air Line, between Vancouver and Seattle. In April, 1939, he was made traffic representative at Vancouver. He went to Victoria as city traffic agent in May, 1940, returning to Vancouver at the end of that year to take charge of traffic for Vancouver and district. He moved to Toronto in Feb. 1943 as district traffic manager, and he was later made regional traffic manager there.

## Nor'west Industries Reopen Plant

The plant of Northwest Industries has been reopened with a staff of 80, it is reported from Edmonton. The plant was closed temporarily late in January while the firm was being re-organized.

The company is operating as an aircraft repair and overhaul base, with the programs of boat and airplane building still suspended.

## R. H. Fawcett Gets License

The Air Transport Board has approved the application of R. H. Fawcett to operate an air service at Cornwall, Ont. The original application for such a service was placed last fall, and as soon as all necessary papers have been completed the work will begin.

A seaplane base is to be constructed at a sheltered spot on the St. Lawrence, and Mr. Fawcett plans to use a five-seat amphibian and a two-seat landplane in his company, Fawcett Air Services.

The seaplane base will provide a wharf and dock for landing goods and passengers as well as storage buildings.

## Alberta's Civil Rescue Service



To have a civilian rescue service on call at all times is something new for aviation in the civilian field, but two former RCAF airmen have established just such a service at Edmonton airport. At the left above is Jack Dick, one of the partners of the service bureau, looking on while his partner, Owen Hargreaves, packs a parachute for Alvin Tulloch of Edmonton, a crew member of a northward bound plane.

Both former members of the RCAF pararescue division of Northwest Air Command, RCAF, Hargreaves and Dick will supply and pack equipment for bush airmen and travellers to the North and are even prepared to carry out rescue missions by parachute at any spot within flying distance of Edmonton.