

The NEWS OF CANADIAN AVIATION

COMMERCIAL MILITARY CIVIL

VOLUME 19

TORONTO, CANADA, JANUARY, 1946

No. 1

Avro and Ottawa Partners at Malton

PICAO to Meet in Dublin Reconvene in Montreal

The ninth and final meeting of the Interim Council of the Provisional International Civil Aviation Organization recessed in December with the expressed intention of reconvening in Montreal on Jan. 21.

Among the things discussed by PICAO committees during the session, were: an international conference on air mail, to be held in conjunction with the next general assembly next May; the absorption of a certain number of young men for advance training in civil aeronautics; early action on the formation of route service bodies, and the selection of Montreal as the site for next May's meeting.

The training of a certain number of young men was advocated by Dr. Edward Warner, who feels the plan should come up for general discussion. The trainees would be limited to about 20 assistants, who would receive a very nominal salary, to be aug-

mented by their own governments. The proposal would limit the trainees to two from each representative state.

Four areas where the formation of route service bodies is immediately desirable were outlined as: North Atlantic area, the European-Mediterranean area; the Middle East area and the Caribbean area.

These subsidiary organizations would study problems of international air routes within their areas, would try to reach agreements on these problems, would take action within their jurisdiction or recommend appropriate action to the PICAO Council.

Of the 59 permanent appointments to the staff of PICAO announced by the personnel committee, 39 are Canadians.

Other information from PICAO sets the date for the North Atlantic regional meeting as March 4, 1946; and the place—Dublin, Ireland. The

Company and Government Will Operate Plant Jointly With a Division of Profits

NAME BOARD OF DIRECTORS

Reconstruction Minister C. D. Howe has announced from Ottawa that plans for the operation of the Malton aircraft plant by A. V. Roe (Canada) Limited, have been completed. It is also reported that plans have been made for the establishment at Victory of a basic aeronautical research, design, development, and manufacturing business, in-

cluding the design and manufacture of jet and turbo jet engines.

According to Mr. Howe, the company and the Federal Government will operate the plant on a partnership basis, with a division of the profits. Additionally, the company has agreed to take over the cost of operating waterworks "and other services" in the town of Malton.

The number of people to be employed in the plant will depend entirely on the outcome of negotiations for contracts.

The board of directors of the company includes Sir Roy Dobson, C.B.E., F.R.A.S., president; J. P. Bickell, chairman of the board; Walter N. Deisher, vice-president and general manager; T. O. M. Sopwith, C.B.E., F.R.A.S., and J. S. D. Torie, K.C.

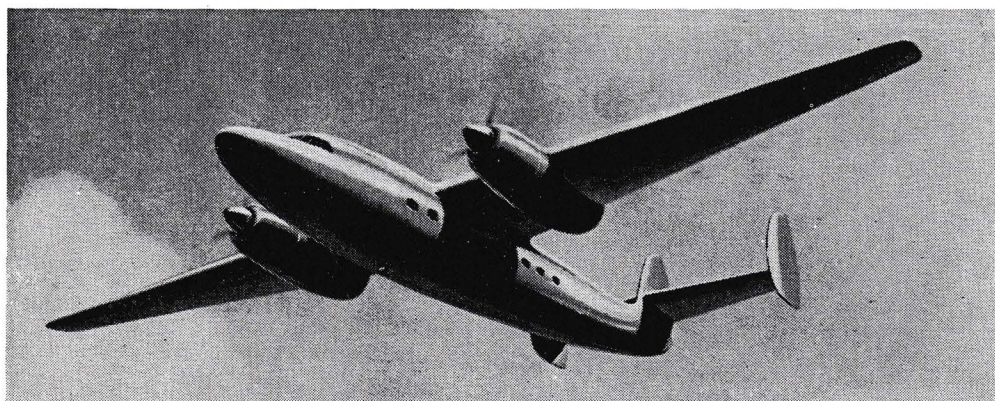
In addition Fred Smye, formerly assistant to Ralph Bell as aircraft controller, will be the assistant general manager (sales and contracts) of the new company.

Mr. Deisher will come to Toronto from Fort Erie, where he has been managing director of Fleet Aircraft for the past few years. He will continue as a director of Fleet Aircraft, and will be available in a consulting capacity. His successor in the Fort Erie plant will be Andrew Caggie, formerly production manager.

While not yet announcing future projects of the Canadian Avro company, Mr. Howe said the plan is "very satisfactory from the standpoint of Canada, and should result in the development of a first-class aircraft manufacturing operation in Canada."

The group of operating companies of which A. V. Roe, (Canada) Ltd. is a member, have a record for developing all kinds of aircraft from trainers to heavy bombers, for commerce or combat, and the Canadian company will be able to draw on a vast fund of experience and knowledge.

Airspeed Ambassador Has Great Reserve Power



An artist's impression of the Airspeed Ambassador (A.S.57), a new transcontinental, feeder-line aircraft of about 45,000 lb. loaded weight, now being designed and constructed by Airspeed Ltd. of Portsmouth, England. The Ambassador will have two Bristol Centaurus engines of about 2,500 h.p. each, driving de Havilland constant-speed, feathering and braking propellers 16 ft. in diameter. Appropriate furnishing schemes provide for 28-36 passengers. A feature of the design is exceptional reserve of power, giving the aircraft a wide cruising range between 200 and 285 m.p.h. for an output of 0.3 to 0.5 of the power available, thus ensuring an easy life for the power units and an extremely safe one-engine performance.