

PLANE PATTTER

by *Ernie Hemphill*



Comment on the Maclean's Magazine article on May 7, "Is Air Travel Obsolete?", would be like hauling coals to Newcastle. We wouldn't be telling our readers anything they don't already know.

We recommend, however, that you watch for the letter from J. A. M. "Jack" Austin, vice-president, Transport, of the Air Industries and Transport Association. We think Mr. Austin adequately states industry reaction.

There are signs that transport members of the Air Industries and Transport Association are still not satisfied with the government explanation of reasoning behind its policy of decontrol on charter operations with Group B and C aircraft.

We should think not!

Other than the general assurance of Transport Minister George Hees that experience with initial decontrol was such as to warrant an extension of the policy; and a rather innocuous pronouncement from the Board pointing out that where licenses were granted under the new policy it would be necessary for carriers to observe the same regulations as applied under the previous system, representations from AITA have in large measure been officially ignored.

Operators might have been more assured if Transport Minister Hees had undertaken to release the statistics on which he based his decision to expand policy.

There are many who feel that the effect of the policy to date has been to split the pie into too many small pieces. They have given evidence of their conviction through moves to divest themselves of their Group B and C charter operations.

If the Minister of Transport has information which contradicts their estimates on this area of activity, he would be well advised to make it known. Otherwise he is defeating his own purpose which was, after all, to make certain there were an adequate number of operators in this particular field of endeavor to maintain a sufficient and growing level of good service.

As has been stated earlier here, the government has gone to considerable trouble and occupied a lot of carrier time in a survey of the air transport industry with emphasis on the role and future for regional operators. It's reasonable to assume that having made its survey, the government should be willing to openly assess findings and then move toward an over-all policy rather than attempt to deal piecemeal with various segments of the industry.

people



Imperial Oil Ltd. has announced that **H. S. MacDonald** (above) will be responsible for the company's aviation products and services in British Columbia.

Bristol Aero Industries announces the appointment of **Kenneth L. Marshall** as general manager of the Aviation Service Division. He is succeeded as manager of the Montreal Division by **J. C. Walker**, formerly line planning engineer. Bristol's Aviation services Division currently employs about 110 people and, equipped with a fleet of modern mobile jet handling units, is said to be the largest service organization of its kind in Canada.

Appointment of **Douglas Edwards** as technical sales manager, Europe, is announced by the Aeronautical Group of Companies of A. V. Roe, Canada. He was formerly RCAF Air Attache, Canadian Embassy, Bonn, Germany. In his new post with A. V. Roe he will also make his headquarters in Bonn.



In line with Canadian Pacific Airline's route and equipment expansion, five new appointments to executive posts are announced. **H. Donald Cameron** (above) becomes executive assistant to the president; I. A. Gray, general manager, operations; W. A. Chambers, assistant general manager, operations; C. F. O'Brien, manager, methods research; and W. J. Lewis, manager, purchasing and stores.

Sir Aubrey Burke, deputy managing director of the Hawker Siddeley group, has been elected a director of A. V. Roe Canada Ltd. Sir Aubrey joined the board of Hawker Siddeley in March, following the successful offer for de Havilland, of which he is chairman.

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