

Writing Awards

Group Captain H. R. Footitt and R. J. Childerhose were joint first-place winners in the technical & trade magazines section of this year's Canadian Aviation Writing Awards.

Group Captain Footitt's winning article appeared in *Aircraft*, to which he is a regular contributor. He is Director of Aircraft Engineering at Air Force Headquarters and is well known throughout Canada's Aircraft Industry in this capacity as well as in the role of a writer and lecturer on air power and related aeronautical subjects.

Mr. Childerhose's winning article was published some months ago in "Canadian Aviation" while he was serving in the RCAF as a Sabre ferry pilot with No. 1 OTU. He has recently joined *Aircraft* as assistant editor.

Crown Assets Sales

Crown Assets Disposal Corporation reports that proceeds from the sale during the year ended March 31, 1956, of Government-surplus aircraft and aircraft components totalled \$227,259. Largest single sale brought \$51,100 from Noorduyn Norseman Aircraft Ltd. of Montreal and comprised six Norseman VI aircraft.

Spartan Air Services Ltd., of Ottawa, bought three Lancasters for \$30,000. Another large sale was the purchase by the Allied Aircraft Co., North Hollywood, Calif., of an Instructional Dakota I airframe for \$15,677. Eleven Griffin VI aero engines were sold for \$10,000 to the Supertest Petroleum Corporation, London, Ont.

New Terminals

A new airport terminal is under construction at Newfoundland's Gander Airport, while on the other side of the island, Torbay has one in the planning stage. DoT officials predict that both terminals will be completed by late 1957.

The new Gander terminal, costing some \$2,700,000, will contain a variety of waiting rooms to accommodate domestic and international traffic. Restaurant facilities, a shopping area and waiting room with landscaped garden

are designed for the comfort of passengers.

Gander, which is situated on the main Great Circle route between centres of population of North America and Europe, offers an ideal refuelling point for aircraft crossing the North Atlantic. To service the constant stream of traffic stopping here, an underground refuelling system is being built.

Additionally, the latest in navigational aids are being installed. An omnirange site has been selected, new buildings for ILS are being erected, and a new GCA installation is to go into operation replacing the existing facility.

The airport's main electrical power house is being built to supply service to the airport terminal and its facilities. The Gander townsite will also draw its electricity from the airport's power house, the only available source in the area.

IATA Next Door

The head office of the IATA has been moved to larger quarters in an adjacent building on University Street in Montreal.

The new address is the Terminal Centre Building, 1060 University Street, Montreal 3, Canada. IATA occupies the eighth floor. There is no change in the IATA phone number or cable address. (IATA Montreal).

Speed Record Fatality

The Bell X-2 research rocket aircraft which sent altitude and speed records tumbling during its short life-span, set one more record on its last flight September 27. After reaching a speed of 2,100 mph. with Captain Milburn G. Apt at the controls, the X-2 crashed. Data recovered from the X-2's instrumentation enabled the USAF to ascertain Captain Apt's speed. The X-2 set an altitude record of 126,000 feet earlier this year.

Environmental Testing

The formation of a Canadian Branch of the Institute of Environmental Engineers in Toronto has been proposed. Anyone interested in joining this group should contact J. W. Speight, of PSC Applied Research Ltd., 1500 O'Connor Drive, Toronto 16.

VOR Transmitters

Canadian Westinghouse Co. Ltd. announces a \$600,000 order for VHF omnidirectional radio range equipment for installation at Western Canada airports. Thirty-six VOR transmitters are being built.

Replacing the low frequency radio range method whereby only an audio signal is transmitted, the VOR indicating method is becoming the standard of civil radio navigational systems in the U.S. and Canada. The DoT is installing them across Canada to meet the needs of busier airports and faster aircraft.



AC AIRCRAFT SPARK PLUG CLINIC: AC Spark Plugs recently conducted service clinics on their aircraft spark plugs in Toronto and Montreal, with over 75 technical personnel in attendance from all phases of Canadian flying from light plane operators to airline and military flying. Later clinics will be held in Vancouver, Edmonton and Calgary. These may possibly be delayed until early next year.

LODGE
AIRCRAFT
Spark Plugs



Use Lodge aircraft spark plugs for top performance—dependability. Fast delivery from stock for Canadian operators requirements. Avail yourself of our sales, service and overhaul facilities.

AE-54-13

AVIATION ELECTRIC
LIMITED

MONTREAL VANCOUVER

CINCINNATI
A Tradition of Friendly Hospitality

METROPOLE
Sixth and Walnut
Tel. Parkway 1-5100
RATES \$ **3.50** FROM

Right in the heart of everything—for business or pleasure. 400 cheerful rooms, many air-conditioned . . . nationally famous food and beverages . . . excellent service . . . our bid for your contentment . . .

Free overnight parking for transient guests.

S. Brinkmann
General Manager

Home of Variety Club Tent No. 3

HARRIS HOTELS IN OTHER CITIES

NEW YORK
HOTEL TIMES SQUARE
43rd St. West of Broadway
1000 rooms with radio and Muzak from \$ **3.50**

HOTEL 45th St. near BROADWAY
KNICKERBOCKER
400 fine rooms from \$ **4**

DETROIT
HOTEL FORT WAYNE
300 delightful rooms from \$ **4.**

COLUMBUS, O.
HOTEL BROAD-LINCOLN \$ **3.50**
150 choice rooms from

Name Change

The Minneapolis-Honeywell Regulator Co. Ltd., Leaside, Ont., said to be Canada's largest manufacturer of automatic controls, announces that the company will be henceforth known as Honeywell Controls Ltd.

445 Farewell

On October 30, the first CF-100 all-weather squadron to leave for service with the RCAF's No. 1 Air Division in Europe, was given departure blessings by Prime Minister Louis St. Laurent, Defence Minister Ralph Campney, and Chief of the Air Staff Roy Slemon. The ceremony, which took place at Ottawa's Upland's Airfield, preceded 445 Squadron's actual departure by two days.

Under the command of Wing Commander E. G. Ireland, 445 Squadron will be stationed at No. 1 Fighter Wing, Marville, France. The first of four all-weather units to go, 445 is replacing 410 Squadron which is itself being reformed at Uplands with CF-100 aircraft. The ultimate aim is to have one squadron of CF-100 interceptors at each of Canada's four NATO bases playing a night-fighter role in the defence of Europe.

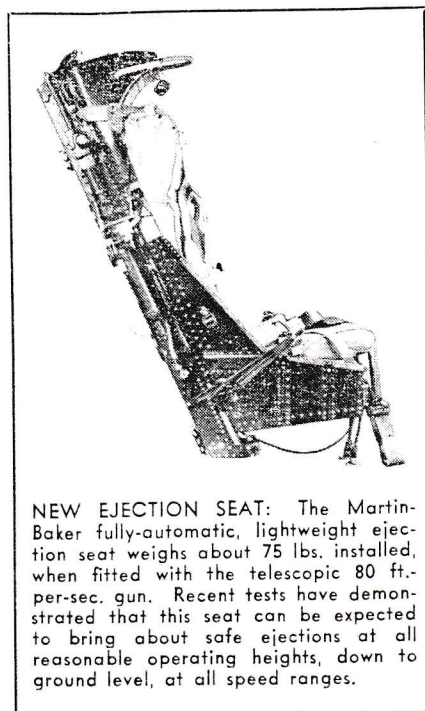
With their inherent long-range feature bolstered by tip-tanks, the CF-100 squadrons flying the North Atlantic jet route will over-fly the Sabre refuelling stops at Greenland and Scotland. They will make the journey from Canada to France with the USAF base at Keflavik, Iceland as the only stop-over.

ARMY AIR

(Continued from page 92)

craft with the long-term aim of training and equipping the Army as an air transportable force. Mr. Campney further noted that experience gained in northern Canada indicated that parachuting is not a good way to land troops.

"Here in Canada," the Minister said, "we have not so far attempted to provide air transport on any one lift for more than a portion of the mobile striking force, and then only within our own country. This force has provided



NEW EJECTION SEAT: The Martin-Baker fully-automatic, lightweight ejection seat weighs about 75 lbs. installed, when fitted with the telescopic 80 ft.-per-sec. gun. Recent tests have demonstrated that this seat can be expected to bring about safe ejections at all reasonable operating heights, down to ground level, at all speed ranges.

a good background of experience on which we can now go forward, applying lessons learned to air transport for the Army generally . . . Certainly the task of designing and developing equipment suitable for air-portability is a long-term program. It requires and is getting joint consideration by our Army and our Air Force planning groups."

Troop Transport—Unofficial reports say that the Army is looking for a medium sized transport capable of carrying 20 soldiers and operating in and out of unprepared fields. It is around this requirement that the DHC-4 is now being developed.

Some thoughts on the subject of air transport of combat units were voiced recently by Colonel C. W. Matheny, Jr., USA, writing in the U.S. "Army Aviation Digest". Col. Matheny's views are shared by many Canadian Army officers, for like the Canadian Army, the U.S. Army faces vigorous Air Force opposition to any plans which entail the operation of aircraft by the Army.

Through the Air: Writes Col. Matheny: "The way to make major improvements in the tactical mobility of Army combat forces is through the use of aerial vehicles, vehicles that move through the air, without roads, above the fields, rivers, mountains and oceans. The speed of ground vehicles is dependent on the condition of the