

Inlet and Coppermine River on the Arctic coast. This was the first north-west passage by air. He returned to his home base by various stages, taking in all, six months and covering 25,000 miles of remote territory.

In December of the same year, Mr. Reid was reported missing while on a rescue flight to the coast of Siberia. Carl Ben Eielson, who had become famous as a result of his flight, in company with Sir Hubert Wilkins, across the North Pole to Spitzbergen, had

flown to the relief of a schooner caught in the ice off North Cape on the Siberian coast, about 200 miles north of the Arctic Circle. Eielson disappeared and Pat Reid was selected by the Aviation Corporation of New York to take charge of the expedition to find him.

After taking off from Fairbanks, Alaska, Mr. Reid was forced down by a snowstorm in the mountains between Yukon River and Nome. A wing damaged by the landing in a creek bed delayed him for a week. During this period newspapers carried stories that Pat and his companions were lost and one periodical printed his obituary. When the party was finally able to get airborne again, they subsequently spotted the wreck of Eielson's aircraft on the Siberian coast. They later found the remains of Eielson and his mechanic and flew them out to Fairbanks.

In 1931 Mr. Reid joined Imperial Oil Limited as aviation sales manager, the position he still held at the time of his death. One of his first jobs was to act as tour leader of the first Trans-Canada air pageant. In charge of all Imperial's aviation sales, he was responsible for the distribution of aviation gasoline and oil to all parts of Canada for commercial operations in peacetime, and organized the company's supplies for the BCATP after the outbreak of World War II.

He was recipient of the McKee Trans-Canada Trophy for the joint years, 1942-43.

Mr. and Mrs. Reid are survived by a son, Flight Lieutenant John E. Reid, a fighter pilot stationed at North Bay, Ontario.

William E. Corfield was recently named sales manager of the Aviation Division of The Weatherhead Company of Canada Limited, St. Thomas,

Ontario. Bill Corfield is well known in aircraft industry circles, his previous position being that of information officer for the Air Industries & Transport Association. Prior to that he was in charge of the planning section of the DDP's Aircraft Division.

Boyd Ferris has been named information officer by the AITA, succeeding W. E. Corfield. Mr. Ferris, a graduate aeronautical engineer, has most recently been on the engineering staff of British European Airways in the U.K., and prior to that was a member of the staff of the patents office at A. V. Roe Canada Limited, Malton.

A. J. James has been appointed general manager of Copper Wire Products Limited, at the company's new location. Mr. James brings 25 years of transformer technical experience to his new position, which started as shop apprentice at The English Electric Co. Limited, Stafford, England. Prior to joining Copper Wire Products, he spent five years at English Electric Company of Canada, St. Catharines, the last three years of which Mr. James was employed as works manager.

Recent TCA appointments include that of F. C. (Charlie) Eyre as general supervisor of industrial relations; that of B. T. Forrest as director of management development.

Mr. Eyre joined TCA in 1947 as a navigator, flying on the the air line's North Atlantic and Caribbean services until appointed in 1950 as industrial relations representative in Montreal. Mr. Forrest, who was most recently general supervisor of training for the traffic department, joined TCA in 1946 after serving extensively with the RCAF as an administrative officer with Transport Command.

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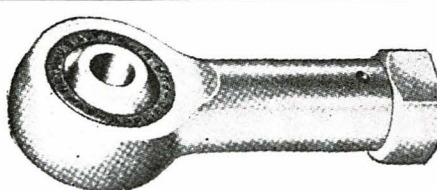
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