

The NEWS NEWS

JUNE

CANADIAN AVIATION

1950

Start Montreal-Rome Charter Hops

Start Avenger Delivery Fairey Does Conversion

First three of some 40 Grumman Avenger aircraft ordered from the U. S. by the Royal Canadian Navy will be converted at the Fairey Aviation Company of Canada plant near Halifax, it was learned at press time. Meantime, the Navy announced that four Avengers had arrived at the RCN Air Station, Dartmouth on May 18 and the balance would be arriving at the rate of eight or nine a week.

The Avengers will be fitted with additional anti-submarine equipment before going into service. First squadron to be armed with them will be 826 Anti-Submarine Squadron of the 18th Carrier Air Group.

Chartered North Stars Aided in Flood Battle

During six days when the Winnipeg flood peril was at its peak, Trans-Canada Air Lines flew 477,477 lb. of special cargo, mostly sand

bags, from Toronto and Montreal to the flood area.

Chartered by the Ontario Dept. of Lands and Forests, North Stars stripped of seats made 23 flights from Toronto and eight from Winnipeg to meet the emergency. The average load was 14,000 lb. per aircraft. A DC-3 Cargoliner made five Toronto-Winnipeg flights with an average load of 6,100 lb. It is estimated that 500,000 sand bags were flown west to bolster the flood dykes.

U. S. May Try Jetliner Study Operations

The prospect that the U. S. Government might adopt the Avro Jetliner or the D-H Comet for jet airliner trials over U. S. routes was being discussed in Washington following the recent flight of the Jetliner south of the border. This proposal is that the CAA would be able to obtain operating data which would aid in solution of such problems as air traffic control and terminal handling of jet aircraft on civil airlines.

Central Aircraft Starts Service to Manitoulin

A semi-scheduled air service linking Toronto and Gore Bay (Manitoulin Island) via Gravenhurst and Wiarton was launched late in May by Central Aircraft Ltd., Malton airport.

The new service is being flown with two well-equipped Ansons each licensed to carry nine passengers and pilot. The pilots have senior commercial ratings and are completing qualification for instrument ratings. Radio range equipment along the TCA main east-west route will be used

by Central planes.

Being semi-scheduled, the service will operate as traffic warrants. Initial frequency will be five flights a week in each direction over the 215-mile route. Return fares are Toronto-Gore Bay, \$40.; Toronto-Wiarton, \$20; and Toronto-Gravenhurst, \$18.

Central Aircraft purchased three Ansons from Canadian Pacific Airlines for the service. One is reserve. The regular pilots are: Jim Innes and Bud McNally, with two reserve pilots.

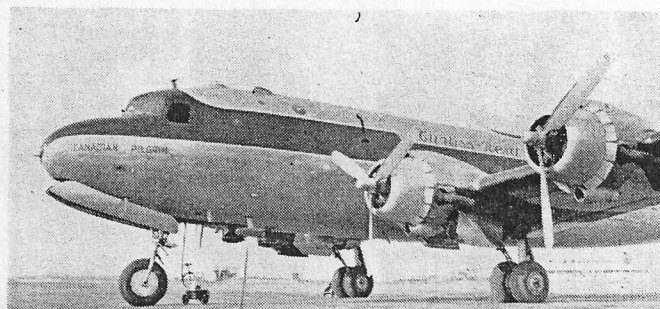
CURTISS-REID FIRST CLASS 3 OPERATOR IN INTERNATIONAL NON-SCHED. FLIGHTS. USES SKYMASTER FOR "HOLY YEAR" PASSENGERS

The first Class 3 operator in Canada to undertake overseas charter flights, Curtiss-Reid Flying Service of Montreal has launched Montreal-Rome flights with a 50-passenger DC-4. The initial flight on this operation took off from Dorval airport on a Sunday afternoon and landed the following evening. The charter flights are continuing with a frequency of four to six flights a month anticipated.

This new type of Canadian flying venture is an extension of domestic charter operations in which Curtiss-Reid has been active for 20 years. It is

governed by the Air Transport Board Directive No. 11 which reminded operators that, "there is at present nothing to prevent any Class 3 licensee from participating in international nonscheduled commercial flying in accordance with his license."

Under direction of W. R. J. Oliver, president, Curtiss-Reid has rented a DC-4 Skymaster which bears the registration CF-EDM and has been christened "The Canadian Pilgrim." Objective of the charter operation is to carry passengers to Rome for the Holy Year ceremonies.



Pioneer trans-ocean charter flights were made by Curtiss-Reid with the "Canadian Pilgrim" Skymaster shown above. In the lower photo, left to right, are: E. Tribes, stewardess; A. Bothwell, navigator; T. G. Tomlinson, first officer; Paul Campus, captain; D. N. Nichols, radio operator; H. MacDonald, stewardess; Y. D'Orsonnens, engineer, and W. R. J. Oliver.