

13th, 1916, Lt. Col. J. B. Miller, president & general manager of the Polson Iron Works in Toronto wrote to the local military authorities requesting authority to make some flights. (As you no doubt know, an Order-In-Council in September, 1914, placed restrictions on flying in Canada) Miller said in his letter that his company had constructed an aeroplane and wished to give it test flights over the bay in Toronto. It was planned to make the first flight sometime that week, followed by 'numerous' additional flights over a period of 'perhaps one week'; no more flights would be made until the 'ice and snow had left the ground'. His request was referred to Militia Headquarters in Ottawa which replied on March 22nd that there was no objection to the test flights."

Slim Record: W/C Hitchins states that the Department of National Defence has no other record of the project except this letter in its archives. He adds: "The company apparently made no attempt to obtain government interest in their work—which is unfortunate because (although they would certainly not have received it) we might have more information on record."

Mr. Benjamin S. Foss, former director of the B. F. Sturtevant Company, Boston, manufacturers of the six-cylinder, 140 bhp Sturtevant engine used in the Polson, replied to an inquiry stating: "I do recall the Polson name and its place in the early experimental activities during the war years. I had some part in these; I was one of a group which put together the Manu-

facturers Aircraft Association, which acted as the patent pool and enabled the Government (U.S.) to go ahead with its enormous requirements and permitted the various aircraft manufacturers to develop their designs and expand their enterprises without interference from patent rows. The Sturtevant engine was built and sold by B. F. Sturtevant Company. I was an active force in this work. It was an eight cylinder engine of some 240 bhp and embodied many innovations which were ahead of its time."

Mr. Foss does not refer to the six cylinder version used by Polson, or the four cylinder engine which his firm produced at the time.

Writing in the "Canadian Aeronautical Journal", Toronto aviation

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Frobisher

Transport Minister George Hees, during a recent address, had some comments about Frobisher which are of considerable interest to the aviation industry. The pertinent part of Mr. Hees' talk is reproduced below.

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FROBISHER, as a major refuelling stop in the trans-polar route, may become, or actually has become, one of the most important airports in the north. In addition, the fact that it is the most easily accessible seaport in the Eastern Arctic gives it unique value as an Arctic Supply Centre. A deepsea dock, able to accommodate barges with 10-foot draft at extreme low tide, and connected to land by a 200-foot causeway, was built this summer. When we were there, unloading was being carried on a round-the-clock basis.

If this dock and causeway winters well under the heavy ice conditions, there is every possibility that it will be extended by another 200 feet to provide for the docking of deepsea freighters and thus greatly speed up unloading operations.

With regards to aviation at Frobisher, the Department of Transport took over the airport and hangar from the RCAF in July, 1957, and opened it to civilian aircraft on September 1 of that year.

There were then practically no facilities for the travelling public. The airport did not change gradually from a fairly tight RCAF base to a wide open civilian port. Practically overnight Frobisher airport became the Department of Transport's fourth largest revenue producer. Canadian Pacific, SAS and TWA all made incidental landings in the first week, and Pan American started schedule flights on September 18.

Deplaning passengers during the stop-over for refuelling in these first months had to stand around in the hangar without any chairs or washroom facilities. By January first of this year, a comfortable waiting room able to seat 75 passengers, washrooms and modern sanitation, and up-to-date offices for government departments and airlines, had been installed in the airport hangar. In addition, sleeping accommodation is now available for 60 passengers in case of planes being held over by inclement weather, mechanical trouble in aircraft, or other causes.

The Department is making special plans to meet the requirements of Frobisher as an international port of call. A good size terminal building, with floor space similar to Quebec or Windsor airports, is on the planning board.

Plans are also being drafted for the lengthening and widening of the runway to accommodate the largest aircraft in use.

Looking into the near future when jet aircraft of the Boeing 707 type will be used, airline operators have told us that they will save approximately one hour flying time in using this Great Circle Route from the Pacific Coast to Europe by way of Frobisher, as compared with any other possible inter hemisphere route. This hour means a saving of 13,000 pounds of fuel, and will also make it possible to complete flights between San Francisco and London, without changing crews. Both these features represent an enormous saving to the operator. It might be added here that the weather for flying at Frobisher is exceptionally good, which increases this air route's attractiveness.

From a domestic standpoint, Frobisher is important as a staging route between Montreal and the high Arctic in which Canadian interest is rapidly increasing. It is of course, recognized as a flank resupply point on the DEW Line and Mid-Canada line. It also has considerable value as a base of operations for exploration and development in the Baffin Island and Foxe areas.