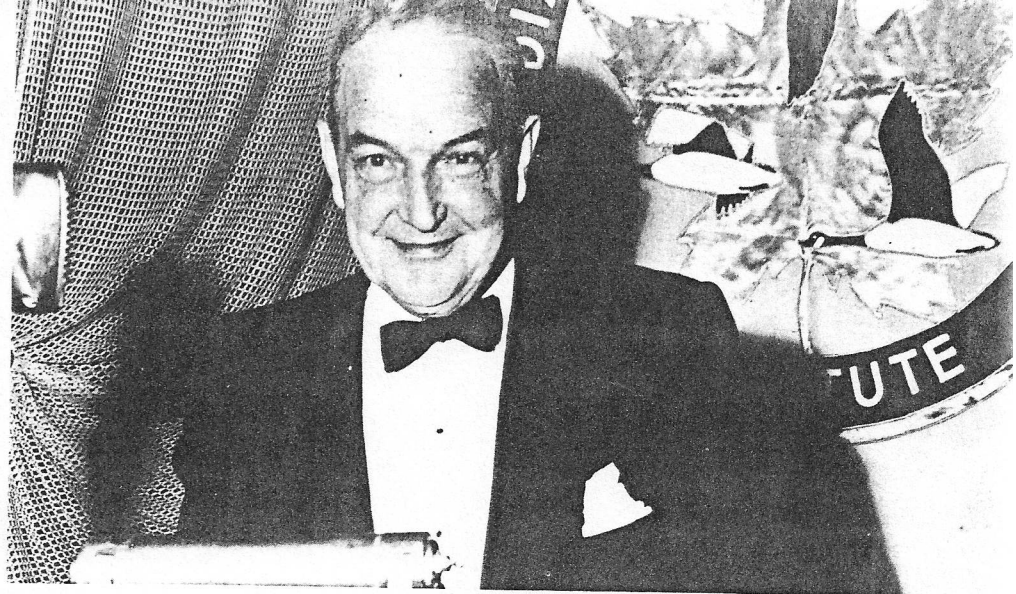


TCA's Time of DECISION DC-9

or

BAC-One Eleven



WHICH SHORT HAUL JET WILL BEST REPLACE THE PRESENT TCA TURBO-PROP FLEET IN 1966?

TRANS-CANADA Air Lines is looking for a short-to-medium range jet aircraft which will enable it to reduce its fleet to two basic aircraft types, G. R. McGregor, President of Trans-Canada Air Lines, said in Winnipeg on May 9th.

Mr. McGregor told members of the Canadian Aeronautics and Space Institute, of which he is an Honorary Fellow, that TCA management was seeking a new aircraft capable of carrying its design payload non-stop over 1,500 miles against winter headwinds and still show good unit operating costs in the 300-400 mile range.

"A paragon of an aircraft with this capability would quickly solve the problem of minimizing the number of passenger aircraft types in the fleet," he said.

"This would greatly reduce the number of items and the dollar inventory in spare parts, improve flexibility of air and ground crews to the advantage of the airline and its personnel, and simplify day-to-day management problems by reducing the number of flights operated with equipment other than that originally scheduled, thus improving the standard of passenger service."

Mr. McGregor said that the introduction of any new aircraft type exerts severe stresses and strains on virtually every part of an airline organization, from the engineers who recommend acquisition of a particular aircraft type after extensive technical evaluation, through

Purchases and Stores who, with the Operations Department, must develop make-up of a huge inventory of hitherto unstocked spare parts and components, and Flight Operations which must train crews, to maintenance and overhaul groups who must re-organize and retrain their staff to keep the new-comer in the air.

"All told, the introduction of a new type is an expensive and trying business for all concerned, but it would not be embarked upon were there not substantial compensations," he said.

"A good decision as to aircraft type could, by the late 1960's, put the airline in an enviable situation. A bad decision could be little short of ruinous, where the ultimate requirement for a new aircraft type in a two-type fleet could well be as many as 50 aeroplanes."

While Mr. McGregor did not mention TCA by name, he indicated that he was talking about the airline in his outline of a "hypothetical" carrier.

While admitting that certain matters such as national labour content must be weighed in the balance, he said that the ultimate decision must be based upon the answer to the question: "Which type best meets the airline's long term requirements?"

"No honest management dare base its decision on any other premise," he stated.

Mr. McGregor summarized the airline's problem as follows:

For more on the two leading
contenders see pages 10 & 11

1. Traffic forecasts indicate the need for increments of additional capacity in successive future years.
2. The improved economies of modern jet aircraft, and obsolescence, indicate the desirability of commencing the replacement of the older turbo-props beginning in 1966.
3. Recent traffic experience has shown a public preference for jet over turbo-prop aircraft.
4. Recent operating experience has shown that the existing long range jet can be economically operated over substantially shorter ranges than was previously thought possible.
5. There are already flying three short/medium range jet aircraft, a fourth will soon make its maiden flight, and it has already been announced that a fifth is going into production.

"Three of these aircraft are twin engined, two of them are three engined, all of them have rear mounted fan engines," he declared.

"With this background, the decisions facing management are:

"Is one or more of these upcoming aircraft capable of economically operating all of the company's short and medium length routes?"

"If so, Providence has smiled, because then the planned fleet can be reduced to two basic types, with tremendous reductions in operating cost.

"Stemming from that condition, is another decision:

"If a two-type fleet can be
(Continued on page 22)

Recollections of a Stewardess . . .

"Coffee, Tea or Milk?"

by Marilyn Grace



Part II: First Flight

"SMILE SCHOOL" had taught us all we thought we needed to know about the care and handling of passengers in flight. We had been well schooled in meal service, child-care, first aid, airsickness and so on. Thanks to intensive instruction, we knew our aircraft from cockpit to tail section.

What we *didn't* know, and what no amount of schooling could have taught us, was how to prevent the jitters that were to accompany our debut in the air: the first flight.

It was a cool, nippy, late November Sunday when Ann McIntosh, another first-flight, and myself ferried to Edmonton to greet our first plane-load of passengers.

As if the thrill of our first flight weren't enough, you can imagine our reactions upon discovering that our charges were to be one big, tired, injured, plane-load of football players! We were to bring the jubilant Blue Bombers team back to Winnipeg after their victory over Edmonton.

We landed in Edmonton with little fanfare and boarded our husky passengers without difficulty. They all looked so big, healthy and hungry that I was sure they'd keep us running to the galleys during the whole trip, and I prepared for a very busy journey indeed. But meal service wasn't quite the nightmare I had anticipated. Some were hungry, some weren't, others wanted to wait until later in the trip. And a good many were so tired that *sleep* was all they cared about . . . thank heavens!

All seemed, however, to be unanimously in favor of milk, and milk we had, stored in every nook and cranny for the boys. They drank it by the gallon, it seemed.

Somehow, we managed to survive the meal-service and our other cabin duties.

Our arrival in Winnipeg was quite a surprise after our quiet departure from Edmonton. There were 15,000 fans gathered at the airport to meet the victorious Blue Bombers, all crowding around the plane for a first glimpse of the team. There were so many people about

that the ground crew was unable to attach the ground power, with the result that the plane was air-less and light-less until the reserve power was turned on. And too, because of the crowds, it took ages to get the loading stand near the aircraft.

When the stand was finally in place, the coach, Bud Grant, took the opportunity to show the victory cup at the door of the plane. After this, and a few victory waves to keep the fans happy, the plane was

Which Short-Haul Jet for TCA?

(Continued from page 9)

planned, at what point in the stage length spectrum shall the new fan powered jet meet or overlap the long range jet?

"Needless to say, this airline has been extremely busy for these past many months assessing the technical capabilities and operating economies of the quite large available selection of different short-medium range types. Obviously if any of the newer of these are to be available

towed over to the air force base. Here our first-flight passengers were unloaded in a less riotous atmosphere.

Later, at the Mall Hotel, Ann and I wondered if flying was worth all the strain. We were cooped up in a strange hotel room, we couldn't say hello to people on the street as we did at home, we had put in a very long day (7:30 AM to 4 PM) for one small trip, and we were bone-tired. On that first flight, we had been too nervous to appreciate the many rewarding aspects of the stewardess life that were to show themselves later on.

We wound up our first flight day by watching ourselves and the victory reception on a television news film . . . a bit of unexpected excitement. I couldn't help but wonder if the folks back home shared our excitement, too.

to it in 1966, the decision cannot be long deferred.

"Furthermore, if a two-type fleet is to be achieved, the ultimate numerical requirement for the new type could well be as many as 50 aeroplanes. Under these circumstances it is clear that at this time a good decision could by the late 1960's put the airline in an enviable position, and that a bad decision could be little short of ruinous."

Air Ace "Hank" Burden

(Continued from page 14)

and in 1921 became one of half a dozen persons in North America to hold the degree of Master of Fine Arts. As an architect and lecturer he was familiar to hundreds of students at the University of Toronto.

His family consisted of one son and two daughters, one of whom was to marry the famous Johnny Fauquier. The years rolled on between the wars, until once again Europe echoed to the tramp of marching feet. Burden volunteered and joined the RCAF as an administrative officer in 1939.

He was made an Honourary Wing Commander in July 1939, and a substantive Flight Lieutenant in October. Through the following years he won high praise from senior officers as he commanded No. 1 Initial Training Wing at Toronto, No. 2 Initial Training School at Regina, and No. 3 ITS

at Victoriaville, P.Q. By March 1941 he had caught up with his honorary rank and was a full-fledged wing commander.

In August 1942, Wing Commander Burden, still known as "Hank" to his friends, arrived in the UK to take command of "R" Depot at Warrington. From there he went to command RCAF Station Dunsford. As the time approached for the station to become operational, a General List officer became necessary, and in November, now an acting Group Captain, Burden handed over to Group Captain C. R. Dunlap (now Air Marshal Dunlap, Chief of the Air Staff).

In December 1943 he returned to Canada and was released on medical grounds on 22 February 1944. He returned to civilian life, and died quietly on 28 March, 1960, four years after his famous brother-in-law, "Bill" Bishop.