

AITA Moves

The Air Industries & Transport Association has moved its headquarters into spacious new ground-floor offices at 86 Wellington Street, Ottawa 4. The Association's telephone number, 3-7727, is not affected by the move.

Curtis on Engineers

A suggestion that the Canadian Government should set up a committee to study ways and means of solving the shortage of engineers in Canada, was made by Air Marshal W. A. Curtis, vice-chairman of the board of A. V. Roe Canada Limited, when he addressed the Aviation Division of the SAE's Canadian Section in Toronto, January 19.

Said A M Curtis: "One of the most serious problems facing this important new [aircraft] industry is the shortage of engineers. Our build up to the present manufacturing and designing position was made possible to a great extent by inducing a goodly number of experienced men to emigrate to Canada from the U.K., plus a few from the U.S.

"This source has pretty well dried up now . . . U.S. aircraft companies have in the last year been recruiting aeronautical engineers in Canada. Avro Aircraft Ltd. has been renting a considerable number from the U.S., and, as you know, rentals of this description are a temporary measure. There is a crying demand throughout the aircraft industry for young men with scientific training . . .

"A good many Canadian manufacturing companies are in a similar position and unfortunately the situation will become worse each year. The Armed Services are trying to meet their requirements by setting up special training facilities. Manufacturers and other employers of engineers will have to give a large measure of financial support to young men looking to engineering as a career. This problem is so serious that it requires an entirely new approach. The Canadian Government should set up a committee immediately to work out a suitable plan to remedy this situation. I am sure the aircraft industry would lend financial support.

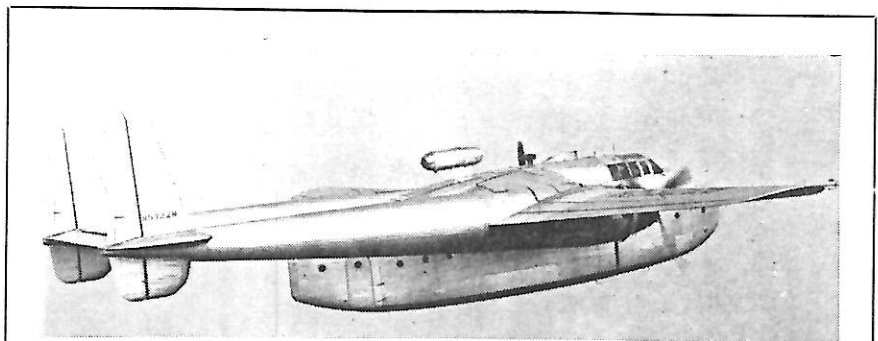
" . . . It will come as a shock to you . . . to learn that per capita, Russia is training two and a half times as many engineering students as is Canada, and that by 1960, Russia will be turning out more engineers than the U.S., the U.K., Canada, and the Benelux countries combined. We had better wake up."

Earlier, A M Curtis commented on the cost of developing new aircraft and engines, which he described as "shockingly high". But, he said, the thing to remember . . . "is that by designing our own, we meet these costs head on, whereas by building someone

Thompson, which has for many years been actively surveying and mapping the far north, a job that is proving long and arduous.

The new method, developed by C. H. Ney of the Geodetic Survey of Canada, employs an electric light on a high flying aircraft as a survey marker. During the development trials, modern Swiss survey instruments with camera-recorded dials were also used.

The theory behind the method is that if an airplane equipped with a powerful light circles over a triangulation point of the ground, observations can be made on the light from points up to 100 miles away. Shots of this length require a target 5,000



JET-PROPELLED PACKET: Shown during flight tests is a C-82 Packet which has been fitted experimentally with a J-44 turbojet engine to determine the value of jet assistance in increasing take-off loads and rate of climb. Both aircraft and turbojet engine are products of the Fairchild Engine & Airplane Corporation, which is also sponsoring the test program. Originally designed as a powerplant for guided missiles and target drones, J-44 produces 1,000 lbs. th.

else's design — a design that in most cases will not meet Canadian requirements and keeps us building obsolescent aircraft, we pay considerably more in the long run for our aircraft and our Government does not recover the same proportion of this money in taxes.

"But what is more important . . . we cannot maintain the present high standard of engineering skill unless we are designing aircraft and engines. We would have difficulty in keeping our present engines and aircraft up to date without this high calibre knowledge and experience."

New Survey Technique

The Canadian Army, together with the Geodetic Survey of Canada, has tested a new method of surveying which it is hoped will greatly facilitate the mapping of the Canadian Arctic.

Army personnel involved were members of the Army Survey Establishment, commanded by Lt-Col. J. I.

asl., and are practicable only if the target is mounted on an aircraft.

The fact that the target is moving and never really directly over the triangulation station is compensated for by theodolite observations taken on the aircraft by men at the station below.

Ryan Jet VTO

The Ryan Aeronautical Company of San Diego, Calif., has announced that it has been awarded a USAF contract to develop a jet powered vertical take-off aircraft. The aircraft will be powered by Rolls-Royce Avons of an undisclosed model.

RADAR

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airborne and give them directions which will enable them to intercept the target aircraft.

This then, is a brief look inside the operations building of a unit like RCAF Station Alpha. How Alpha,