

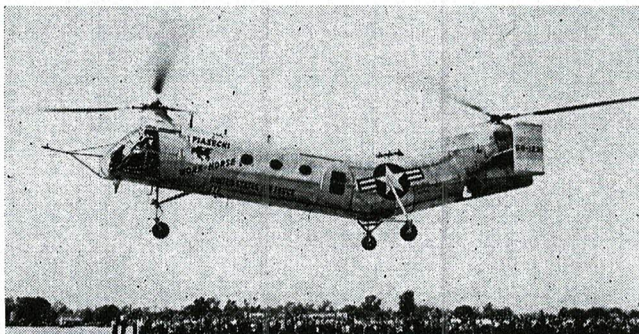
# The NEWS

FEBRUARY

CANADIAN AVIATION

1954

## Aircraft Plants To Be Kept Active Until 1960



SIX PIASECKI H21 A HELICOPTERS similar to the one shown above are now being delivered to the RCAF for rescue work.



JAMES YOUNG, Chairman of Canadian Pratt & Whitney, is shown being presented with his quarter-century pin at East Hartford, Conn., by Frederick B. Rentschler, Chairman of United Aircraft, while William P. Gwinn, general manager of the P & W Division, East Hartford, looks on.

### P & W CELEBRATES 25TH YEAR

Canadian Pratt & Whitney Aircraft Co., Ltd., a pioneer firm in the nation's aircraft industry, quietly reached its 25th birthday in December.

However, the event did not go unnoticed. James Young, chairman and founder of the Canadian subsidiary of United Aircraft Corporation, was presented with his quarter-century pin by Frederick B. Rentschler, chairman of United Aircraft.

In addition to Mr. Young, two other long-time employees, James Ross, secretary of the company and manager of Overhaul and Supply Division, and Frank Dando, production engineering con-

sultant, received their quarter-century pins.

The reliability of Pratt & Whitney engines was established in Canada prior to 1928. In that year the late A/V/M Lindsay Gordon, DFC, at that time a Wing Commander and Director of RCAF and Civil Government Air Operations, suggested that if Pratt & Whitney desired to get its share of the government aircraft engine business, it should establish an engine assembly plant in Canada. In the summer of 1928, plans were completed and a small group of men was sent to Hartford for training, because P&W was insistent that their reputa-

The Canadian Cabinet is reported to have given approval to a billion dollar defense program that will keep Canada's aircraft manufacturing facilities in full operation until about 1960.

This long-range scheme is said, proportionately, far to exceed production targets contemplated by the economy-minded Eisenhower administration in the United States.

The Canadian program's main objectives are to stabilize industry employment during the post-Korea period of revised defense requirements and to maintain in a state of constant readiness the

plants that would supply Canada's main war production.

Latest employment estimates place at 60,000 the number of Canadians engaged in the manufacture of airframes and engines, their repair and overhaul. This figure is expected to remain fairly constant for at least six years.

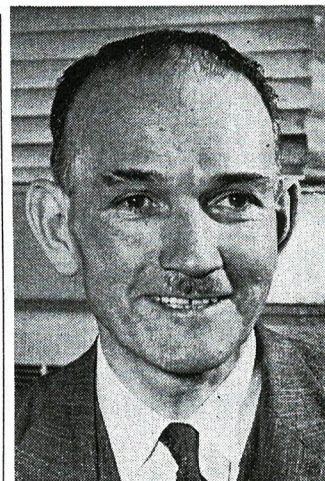
Chief beneficiaries of the program are Avro Canada, employing about 14,000 persons; Canadair, employing about 11,000; de Havilland Aircraft of Canada Ltd., employing about 2,200; and the aircraft division of Canada Car & Foundry, employing about 1,600.

tion for high quality work must be maintained if an assembly plant was set up in Canada. Headed by Mr. Young, then president, key figures were: Frank Dando, superintendent; Martin Graham, in charge of service; James Ross, treasurer; and Henry Prudhomme, chief engine mechanic. Of these five pioneers, Young, Ross and Dando are still with the organization.

Mr. Ross is today secretary of the company and manager of the Overhaul and Supply Division, while Frank Dando, in partial retirement, still serves as a production engineering consultant. Martin Graham heads up P&W's large European service staff, with headquarters in London, and Henry Prudhomme is now supervisor of powerplant overhaul at TCA's maintenance base in Winnipeg.

### NRC Reheat System

Flight trials of a reheat system for jet engines are being conducted by the flight research section of the National Research Council at Uplands Airport, Ottawa. The system, developed by NRC, is to be tested in a Meteor aircraft on loan from the British Ministry of Supply to NRC's Division of Mechanical Engineering.



Chas. A. Grinyer

Appointment of Charles A. Grinyer as chief engineer of the Gas Turbine division of A. V. Roe Canada Limited, is announced. Mr. Grinyer was formerly chief development engineer and assistant chief development engineer.

Mr. Grinyer's experience in the jet engine field dates back to the early days of jet engine development. He joined Avro Canada in April, 1952, from the Bristol Aeroplane Company in England, where he was chief technical assistant to the general manager, advising on jet engine manufacture.





By GEORGE HURREN

Secretary-Manager

Royal Canadian Flying Club Association

**ACCIDENT-FREE RECORDS ESTABLISHED**

The Lethbridge Flying Club has closed its log books on another accident-free year during which time 3,787 flying hours were recorded. This is the fourth successive year that instructor-manager Ron Watts and the members have achieved their goal and by so doing have established a safe flying record among the clubs of this Association. During the four years the Lethbridge Club flew well over 10,000 hours, which represent an estimated 1,000,000 miles.

The Brampton, Halifax, Portage and Prince Rupert Clubs have each completed their fifth consecutive year of accident-free flying, but on a much lesser scale than the Lethbridge Club and there were short periods when these clubs were inoperative.

**TRAIL, B.C., AIR CADET—TOP "YOUNG" PILOT**

F/S John Laird Northey, City of Trail, B.C., Air Cadet Squadron, has been judged winner of the coveted W. F. Tudhope Memorial Trophy for 1953. John was a member of the RCAF flying scholarship course last year and was trained by Ralph Hermanson at the Chilliwack Flying Club.

The trophy was presented to the Association by Major J. H. Tudhope, Canadian Civil Aviation and Communications Attache to the U. K., in memory of his son, P/O William Frank Tudhope, DFC, who was killed in the Battle of Britain and whose name is among those inscribed on the Aircrew Honor Roll in the RAF Memorial Chapel in Westminster Abbey. It is for annual award to the flying club member under 19 years of age who graduates to private pilot's license with the highest combined marks in flight test and Department of Transport written examinations.

**WINNIPEG FLYING CLUB FILES 1954 FLIGHT PLAN**

Herb Taylor has assured the flying members of the club that he and his staff will strictly adhere to a rigorous and well-integrated maintenance and instructional program and has established "Safety in Flight" as the club's slogan for 1954, when they hope to fly over 8,000 accident-free hours.

**NEWFOUNDLAND FLYING CLUB**

R. J. "Dick" Green was elected president of the Newfoundland Flying Club at their recent annual meeting, along with the following Board of Directors: Gabriel A. Latrielle, vice-president (Flying); Donald E. Wyatt, vice-president (Social); Bob Neal, treasurer; and Michael Finn, secretary. Ron Sturgeon, amiable chief instructor, has left the club for employment with a helicopter firm in England and his duties have been taken over by Penn Colling who recently obtained his release from the RCAF. Pete Rendell continues as manager and chief engineer.

**SKI ENTHUSIASTS**

There are not many winter week ends go by that do not see one or two of the Kingston Flying Club's ski-equipped aircraft at St. Jovite where the members enjoy the thrills of the Laurentian ski trails.

**NAE Being Opened**

Canada's new National Aeronautical Establishment at Ottawa's Uplands Airport is due to be opened in several months. All the flight research facilities have now been moved from Arnprior, which has been closed down.

Present facilities at Uplands include a hangar, a combined motor transport and storage building, a central heating plant and a cafeteria.

# HIGH DUTY ALLOYS ESTABLISHES IN CANADA

High Duty Alloys Limited, one of the world's foremost producers of high strength aluminum alloys, is the latest British firm to expand its activities in Canada. The firm will be known as High Duty Alloys (Canada) Limited.

The expansion started with establishment of a sales office and it is expected that this will be followed by establishment of manufacturing facilities.

At the same time appointment was announced of Crawford Gordon, Jr., as president of the new company. Active direction of the Sales Office which has been located in Toronto, will be in the hands of R. G. Murley, who has come to Canada from the Head Office in Slough, England.

The importance of this latest participant in the Canadian industrial development picture is indicated by the



R. G. MURLEY

high position High Duty holds in the United Kingdom and throughout the world.

As in the U. K., High Duty Alloys (Canada) Limited will be engaged on three types of products—forgings, castings and extrusions—and will concentrate on defense and commercial work.

**TCA to Use Tampa**

The U. S. Civil Aeronautics Board has authorized Trans-Canada Air Lines to stop at Tampa, Florida, on flights between Montreal and Mexico City. It has also granted TCA permission to use Kinross Field, Michigan, as the airport serving Sault Ste. Marie, Ontario. TCA says it plans to use Kinross Field on a new all-Canadian route—Montreal, Ottawa, North Bay, Sudbury and Sault Ste. Marie. There is no airport in Canadian territory to serve Sault Ste. Marie.

**Lucas-Rotax Appointees**

The appointment of G/C P. Y. Davoud and G/C G. W. Gooderham to the Board of Directors of Lucas-Rotax Limited has been announced. Both Mr. Davoud and Mr. Gooderham are well known in Canadian aviation.

**Thermo Electric (Canada)**

Thermo Electric (Canada) Limited, a new Canadian subsidiary of Thermo Electric Co. Incorporated of Saddle River Township, N.J., has set up headquarters and plant at Brampton, Ontario. The company will manufacture and sell industrial temperature measuring equipment.

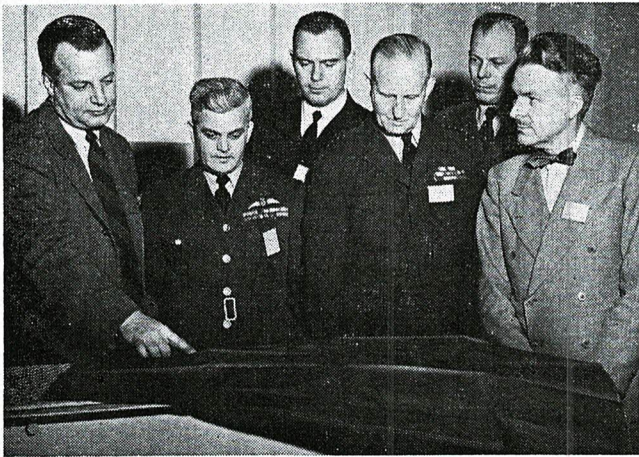


W. N. Deisher

Walter N. Deisher, former Vice-President and General Manager, has resigned from the Board of Avro Canada. He has been in ill health for some time. He became a pilot in 1912 and has an F.A.I. (International) License signed by Orville Wright. In 1919, he barnstormed over Eastern Canada in a Curtiss "Jenny" he owned. In 1929 he was elected Chairman of the first National Convention of Canadian Flying Clubs at Ottawa. He helped set up Fleet Aircraft during the last war.



# TRANS-CANADA COMPLETES RECORD YEAR



LEADING CANADIAN AIR OFFICIALS: Air Commodore J. A. Eaton, Group Captain C. B. Limbrick and Dr. J. Green, scientific adviser to the chief of Air Staff, are shown during a recent visit to Seattle Washington, where they viewed details of the new Boeing F-99 pilotless interceptor, and discussed co-ordination of air defense efforts.

## WESTERN SKYLINES

By E. F. CLENDENAN

West Coast Correspondent

ANOTHER RECORD: CPA on their inaugural flight, Lima to Mexico City, in October, set a record time for that flight; earlier, they had established a new speed mark for the world's longest over-water hop, Honolulu to Vancouver. Then, on January 4, they bettered their own time for this 2,800-mile flight, cutting it by 34 minutes to seven hours, 54 minutes. A spokesman for the airline points out that although these swift flights result in a great deal of good publicity, they are only incidental to the regular operation, and result from the ability of the DC6B's captains to seek out the most favorable winds. These tail winds, however, are countered by head winds on the return trip, and the regular round-trip schedule stands at an allowance of 18 to 20 hours flying time.

SPADE WORK: Sub-committee on airports of B. C. Aviation Council met in Vancouver, January 8. At this meeting, important further work was done looking toward the early advancement of concrete proposals for one or more suitable fields for light aircraft, that will relieve the burden on the Sea Island International Airport. With the rapid increase in traffic and the prospect of a jet transport service within a year, the committee recog-

nizes that time is running out, if a situation is to be avoided that could be very serious, within a couple of years.

NEW SET-UP: CPA's organizational chart shows recent changes at the top.

R. B. Phillips, formerly manager of domestic lines, becomes the first General Manager of Operations, while E. R. R. Field, formerly Assistant to the Vice-President, becomes Assistant General Manager, and J. G. Twist takes over Mr. Phillips' former position as Manager Domestic Lines. All these men are airline veterans. Messrs. Phillips and Field, in fact, were with the old Yukon Southern, one of the CPA's antecedent bush-flying operators. Mr. Twist, too, is an old bush flyer, getting his first such experience in Northern Quebec in 1929. Together they represent an immense fund of practical flying and operating experience.

PASSES LANDMARK: In 1953 Vancouver International Airport passed an historic landmark, as its total passenger traffic for the year shot past the half-million mark. At end of November the figure stood at 483,562, as against 1952's total of 479,329, and the December figures carried it easily over the half-million "yard line." This gives the airport a traffic increase of over 25% in the past

Trans-Canada Air Lines estimated it carried 1,300,000 passengers in 1953, an increase of 15% over 1952. Additional services provided were more than that required to accommodate this increase.

According to President G. R. McGregor, the company's operations should once again show a surplus after payment of taxes, in spite of the mounting costs of labor and materials. He said that many expenses were incurred in preparing to introduce new equipment into the TCA fleet during 1954, the benefits from which would be felt in the future. There was no increase in TCA's passenger fares or air freight rates; indeed the company applies a reduction in its air freight tariff of about 30% the first of January.

The company's fleet of North Star and DC-3 aircraft flew about 30,600,000 revenue miles on domestic and international routes. During the year, the company's fleet operated 6,200,000 air freight ton miles, an increase of 11% over 1952. 1,630,000 ton miles of air express were flown, an increase of 17% over 1952. An estimated 4,600,000 air mail ton miles were flown by TCA on its domestic routes, an increase of 9% over 1952. An estimated total of 5,300,000 air

mail ton miles were flown on all routes.

More than 25,600 passengers flew TCA to the U. K. and Europe last year and an estimated 29,000 passengers traveled to Bermuda, the Bahamas, Jamaica, Barbados and Trinidad. On these Caribbean routes air freight traffic increased by 18% to a total of 340,000 ton miles.

TCA's Tourist (coach) air service is scheduled to begin in February. Fares will be about 20% lower than current first-class rates.

Forty-four maintenance personnel and flight engineers were trained at the Lockheed Aircraft Corporation factory in Burbank, California, and interior design for both the eight Super Constellations and the 15 Vickers-Viscounts on order by TCA was completed. Delivery of the Viscounts will be made in late 1954 and the Super Constellation service will begin at about the same time. A new service to Sudbury and Sault Ste. Marie via Montreal, Ottawa and North Bay begins early in 1954. TCA's service to Mexico will commence in January.

In 1953 TCA completed the largest hangar in Canada at Malton outside of Toronto and made an addition to maintenance hangars at Dorval outside Montreal.

three years. In 1950 it aimed at, but just missed, the 400 thousand mark, with a total of 396,863; in 1951 this figure rose to 447,592.

INSTRUMENT FLYING: Queen Charlotte Airlines have a good example of the beneficial effect on traffic of a high percentage of scheduled trip completions, and larger aircraft. A year ago they were serving the Westview (Powell River) Airport with a VFR operation using Ansons. Now they are flying IFR with DC3's, and the traffic on the first four days of January exceeded that of the entire month of January, 1953. QCA Traffic Manager Robt. Gayer states that 75% of the flights on certain of these days could not have been flown, or the round trip completed under Visual Flight Rules.

Aviquest of Canada, Ltd., recently has taken on the Canadian sales and licensing rights for the SIPA 200 Mini-jet, a tiny, turbojet-powered two-place light plane.

### F. R. Saunders

Sperry Gyroscope Company of Canada, Ltd. announces the appointment of F. R. Saunders to the position of manager, Field Service Engineering.

### CAE Flight Simulators

Canadian Aviation Electronics Ltd. has been awarded a contract to construct five more Curtiss-Wright Dehmelt Flight Simulators for the RCAF following critical performance tests.

### Ed. G. Mahoney

Edward G. Mahoney has been appointed Avro Canada's representative in Ottawa after 27 years in the RCAF.

### Stan M. Haswell

Stan M. Haswell has been appointed test pilot at Avro Canada after a year's service with the company on liaison work in Flight Test and on duties as co-pilot and engineer-observer.