

# CALPA documents DEW Lift charges

The Canadian Air Line Pilots Association is sticking to its guns on charges of deficiency in Canadian air transport capacity. In a brief submitted to Hon. George C. Marler, Minister of Transport, the association has repeated and documented earlier criticism on Canada's contribution to the DEW-Line airlift.

"Haphazard preparation for the DEW-Lift," the brief states, was the product of government failure to establish an efficient Civil Service Reserve Air Fleet.

CALPA maintains that there is a grave deficiency in Canadian air transport capacity and that there is no plan to meet Canadian responsibilities in an emergency. CALPA says that this would likely not now be the case if the Government had given more mature consideration to CALPA's voluntary offer of full co-operation made six years ago in 1950.

► **Take Stand.** The brief states: "The problems attaching to an efficient and mobile Air Transport Reserve are matters to which the Department, in light of DEW-Lift, should be addressing the most earnest attention. If, on the other hand, it is the Government's intention to rely on American air transport resources in a national emergency, this intention should be made totally clear."

In his covering letter to the Minister of Transport, Capt. W. J. I. Montgomery, president of CALPA, stated that the Department of Transport's reply to the association's April report was in no sense adequate. Capt. Montgomery emphasized that the basic purpose of CALPA's considerable research is not simply to attack the workings of a government department but to contribute to a fundamental change in the Government's present attitude toward the development of civil aviation in Canada.

► **Issues Outlined.** Specifically the documentation of the CALPA report submitted to Mr. Marler makes the following points:

- Serious discrepancies between what the Department says about the length of time available for organizing the DEW-Lift and what was publicly known about Canadian-U. S. DEW-Line discussions through press dispatches.
- Department of Transport reply to CALPA's charges betrays "the archaic concept of cargo movement by air held in government and industry in Canada."
- Failure by the Government to utilize known experience in settling ton-mile rates for carriers, thus resulting in extremely high costs.

- Misunderstanding of or failure to enforce air safety regulations on the DEW-Lift.

- Failure to use the right type of aircraft because of departmental lack of technical understanding of the problems involved.

Dealing particularly with flight safety, CALPA states that when faced with a large airlift job such as the DEW-Lift, Canada is completely lacking in preplanned equipment or pilots. This situation in the case of the DEW-Lift was met by relaxation of normal standards.

Had Canada, CALPA declares, had a Civil Reserve Air Fleet similar to that now in being in the United States, the situation would have been satisfied by planned reserves of aircraft and pilots without any relaxation of standards, and the general public would not have been exposed in the air or on the ground.

► **Air Ministry.** CALPA advocates the establishment of a separate Ministry for Air in Canada, pointing to the overworked Department of Transport as being inadequate to provide inspection and research facilities to properly guide or control such a large operation as the DEW-Lift, let alone plan for the future of Canadian aviation.

## people



A/V/M John L. Plant, A.O.C., Air Materiel Command, has announced he intends to accept an appointment with the Collins Radio Co. of Canada, Toronto, following his retirement September 1 after a distinguished 25-year career with the RCAF.

Fred Smye, vice-president and general manager Avro Aircraft Ltd., Malton, has been appointed president. He will continue in his duties as general manager. Crawford Gordon Jr., formerly president, will continue as chairman.

John D. Campbell and James W. Kerr have been named as vice-presidents of Canadian Westinghouse Co., Hamilton, Ont. Campbell has been head of the consumer products group and Kerr has been head of the Apparatus products group.

Canadian Pacific Airlines announces the appointment of J. M. Ferris as assistant sales manager.

Cdr. John Douglas Lowe, RCN, has been appointed deputy director of Naval Aviation at Naval Headquarters. He succeeds Cdr. H. James Hunter who will take the U. S. Navy's test pilot course at the USN test centre at Patuxent River, Maryland.

J. E. Clubb has been appointed vice-president of finance of Canadian Car and Foundry Ltd., Montreal, and P. J. Taylor comptroller.

A/C F. S. Carpenter, chief of air operations at AFHQ will replace A/C H. M. Carscallen as AOC Air Transport Command with headquarters at Lachine, Que., and will be succeeded by A/C W. R. MacBrien. A/C Carscallen will assume duties as chief staff officer 4th Tactical Air Force, Trier, Germany, succeeding A/C MacBrien.

Spartan Air Services Ltd., Ottawa, announces the appointment of D. C. Olson as superintendent of maintenance and A. J. Sanders as chief inspector. Olson was formerly with TCA and engineering officer of the RCAF's west coast auxiliary wing. Sanders has a background of experience with de Havilland and Pratt & Whitney.

George Crothers, formerly director of sales, has been appointed general manager of General Controls Co. (Canadian) Ltd., Guelph, Ont.

A/C Robert C. Ripley will take over from A/V/M Plant as head of Air Materiel Command September 1 and will be promoted to Air Vice-Marshal on taking over.