

aviation news digest

Sanderson Re-Locates

Sanderson Aircraft Ltd. is back in business on Malton Airport in space at the Toronto Flying Club hangar. Firm was hard hit in a fire which destroyed their own hangar and its contents, including a number of aircraft, in mid-February. The firm has set up a radio workshop, sheet metal shop and aircraft maintenance facility, as well as a sales office, at its temporary location. The company plans to re-establish quarters of its own on the airport, but definite plans must await decisions resulting from talks with Department of Transport officials regarding the over-all plan for development at Malton.

New Garratt Plant

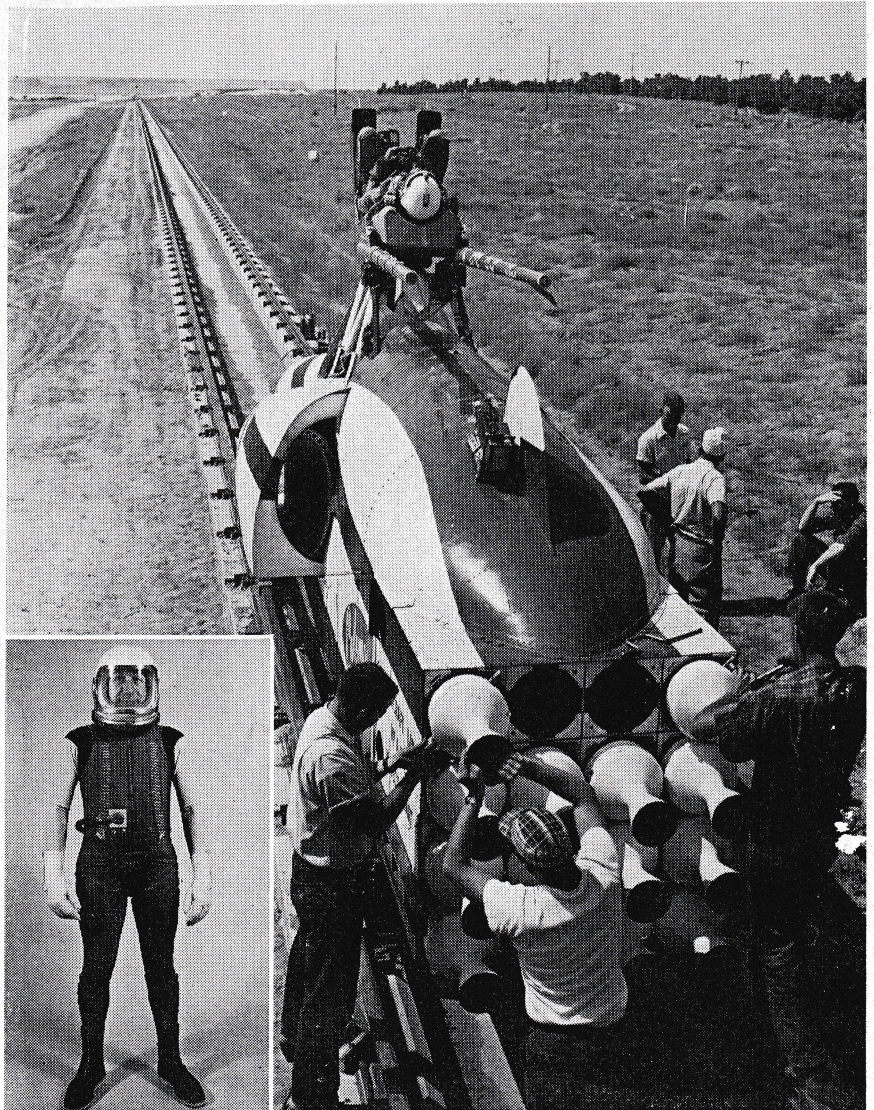
Garratt Aircraft Ltd. has bounced back from last month's Malton fire with announcement of plans for establishment of a new plant to be located just north of Malton Airport. Meanwhile, to keep up with present contracts, the firm will go back into production within a matter of weeks in temporary quarters about a mile and a half from Malton on Indian Line Road, just north of the Dixon Road. Company's fixed assets were completely wiped out by the fire, according to President John Garratt, but the loss is fully covered by insurance. The company has already re-ordered replacements for the machinery it requires for turning out the aircraft components, including profile milled parts which are its main products and expects to be taking delivery this month. Mr. Garratt indicated that plans had already been completed for starting on the new building before the fire. It was to have been operated as a second plant to take care of expanded business. "Now we'll just use it as our main plant and go on from there."

Orenda Speaker

A representative of Orenda Engines Ltd., Malton, Ont., A. L. Sutton, was one of the speakers at a recent U. S. Air Force aircraft industry conference at Palm Springs, Calif. The three-day conference dealt with turbojet propulsion systems, and attracted more than 200 representatives from 70 aircraft companies in Canada and the States. Mr. Sutton suggested a comprehensive exchange of ideas between engine manufacturers to solve the many problems confronting the industry.

Anniversary Booklet

De Havilland Aircraft of Canada have produced a booklet in celebration of the tenth anniversary of the first Beaver delivery. The book reviews production of various types at the Downsview plant. Gives the following figures for aircraft completed between March 1948 and December 1957: Beaver and L-20, 1169; and Otter and U1-A, 219. Book is called "Beavers and Otters around the world."



SUPERSONIC AGE. Technicians at the U. S. Air Research and Development Command's rocket sled track in southern Utah, load JATO units into an F-102A sled. Inset picture shows new protective suit developed by Convair for supersonic flight. Combines in one garment protective features previously embodied in five suits.

Contiguous Air Space Problems

Views on the problems of the contiguous air space zone, are presented by Squadron Leader John Taylor Murchison, of the RCAF, in a book issued recently by the Department of National Defense. There has been much controversy on the question of territorial waters in the past, but today, control of the air has become a major problem in international law.

S/L Murchison is an expert on the subject and he presents with clarity, the case of Canada and the U. S. in support of the security rules which the two countries have formulated to meet this problem.

The issue involved, the author of "The Contiguous Air Space Zone" points out, is one as to whether states have the right to legislate unilaterally, thus acquiring

jurisdiction in international law. in the flight space over the high seas adjacent to their coasts, for security and defense purposes. Are the United States and Canada in conflict with international law in making such rules for their own protection? In fact, has any state whose borders adjoin the high seas, such rights?

This thoughtful treatise, while expressing only the views of the writer, endeavours to prove that the rules of Canada and the U. S. are not in conflict with international law, and that they are legal. The book is obtainable from the Queen's printer, price \$1.50 (paper bound) or \$2.50 (cloth bound). It deserves the attention of all interested in the legal aspects and the future of aviation.