

# WESTERN SKYLINES

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**JET VISITORS:** In the past month Vancouver has had thorough demonstration of the value of the new 8,600-foot runway at its International Airport on Sea Island. Under the Joint Defense Agreement seven USAF Starfire F-94 jet fighters patrolled B. C. skies May 16 - 30.

**AIR CARGO:** Growth in air cargo tonnage can best be shown by a long-range comparison. Figures covering the year's first four months' operations at Vancouver International Airport show increases over the same period last year, in all categories except aircraft movements, which are down owing to certain spacial conditions in early 1953. Air cargo shows the largest percentage increase (17%) of any category, but the growing importance of this revenue to the air transport industry is better shown by a comparison with three years ago. Such a comparison shows that all categories without exception are up from 1950, but again air cargo shows much the biggest increase, not 17% but actually 70% up, from 874,118 lbs. to 1,494,095 lb.

**MAKING HISTORY:** RCAF made history when W/C H. A. Morrison, DSO, DFC, AFC, brought the Air Force's new Comet down on Vancouver's new runway at 3:27 pm, June 10, one hour 16 minutes point to point out of Calgary, to complete the first trans-Canada flight of a jet airliner, and the first landing of such a ship in Vancouver.

Outward bound, the Comet flew Ottawa to Vancouver in 7 hours, eight minutes flying time, point to point. On the return flight, although not out for a record, she continued to make history by flying non-stop Vancouver to Winnipeg in two hours, 25 minutes; Winnipeg to Ottawa in two hours, 10 minutes.

**ANOTHER FIRST:** Another first in aviation in this region was scored by CPA, when they recently inaugurated the first pressurized-cabin service for Fairbanks, Alaska, with the start of their tri-weekly Convair flights from the thriving Alaska city to Edmonton and Vancouver.

Transfer of A. J. Pierce from Edmonton (where he has for several years been superintendent of the Mackenzie District for CPA) to the company's Vancouver headquarters touched off a chain reaction of executive appointments. W. A. Chambers, who has been superintendent of Traffic, Domestic Lines, goes from Vancouver to Edmonton as Mr. Pierce's successor there. H. S. Collie steps into his place as Traffic Superintendent, while A. Kramer takes Mr. Collie's former post as supervisor, Sales and Traffic, Mackenzie District. In addition, C. B. Forsythe becomes Mr. Kramer's assistant with the title of Assistant Supervisor, Sales and Traffic, Mackenzie District, while G. F. Hoar assumes the same position for the B. C. District.

Other recent changes in the airline's executive ranks at the Sea Island headquarters are: W. A. Andrew, formerly superintendent Flight Technical Department, is now assistant director, Flight Operations; A. M. Craig, formerly Chief Despatcher becomes supervisor, Flight Dispatch; W. B. Cameran, formerly assistant to superintendent, Flight Technical Department, assumes the post of assistant to the Director of Flight Operations.

## Pacific Western To Rival TCA, CPA

For some months Central B. C. Airways Ltd., has been negotiating to take over Associated Air Taxi Ltd. and its subsidiaries: Associated Air Taxi (Powell Lake) Ltd.; Port Alberni Airways Ltd.; Associated Aero Services, a sales and service organization with a leased hangar at Sea Island, and D.O.T. approval as a licensed repair station for airframes and engines. Among them, these companies held charter licenses at Vancouver, Port Alberni, and Powell River, and Class II licenses covering five regular passenger runs out of Vancouver. According to a brief prepared by Associated, their last full operating year grossed over \$600 thousand, built up from

an initial gross in 1947 of less than \$25 thousand, but, the brief continues, "throughout its short history, the company has been plagued by financial problems."

During these same years Central B. C. built up from a bush-flying operation with one plane, based at Fort St. James to its 1953 status stated to be that of Canada's largest contract air carrier; also offering general charter service out of many B. C. points, with over 20 aircraft. This expansion was based on the imaginative and inspiring leadership of the famous old-time bush pilot Russ. Baker, and the solid financial backing of Karl J. Springer, Toronto mining executive. Russ Baker gives great credit also to his two original employees both still with him; Frank Coulter, and Ed Hanratty.

Now Central B. C. has changed its name to Pacific Western Airlines Ltd., in which all associated companies are merged. New headquarters are at 1137 West Hastings Street, Vancouver; former head office at 1023 West Georgia Street now serves as a tickets and reservations office; operational headquarters now occupy the former Associated building on the Sea Island airport, completely remodeled to give waiting room, and streamlined baggage and cargo-handling facilities on the ground floor; despatching facilities upstairs. Under its new Class II license, Pacific now offers tri-weekly service Vancouver to the "Three K's"—Kernan, Kildala, and Kitimat, serviced by its Landsear luxury conversion of a PBY flying boat; also an amphibian daily service by Grumman Widgeon with water take-offs from the Three K's to the Terrace airstrip, connecting with the CPA service to the East, and the CNR rail service to Prince Rupert, and the East.

Under the Class IV licenses taken over from Associated, Pacific Western now offers charter service out of Vancouver, and licensed bases at Powell Lake and Port Alberni, in addition to the Central B. C. bases at Nelson, Kamloops, Prince George, Burns Lake, Terrace, the "Three K's", and the "old original" at Fort St. James. Under the Associated Class II licenses, Pacific Western will now give sched. services to Gunn Lake (serving Pioneer,

Bralorne, and Bridge River), and to the Gulf Islands. The latter time table has not yet been issued, but the Gunn Lake service has been stepped up from tri-weekly to daily, and traffic has already necessitated several trips being flown by a 24-place amphibian instead of the Norseman in regular service.

Russ. Baker will continue to head the whole organization as vice-president and general manager, with F. A. (Sandy) Welbourn as assistant to the G.M. Karl A. Springer is president of the new corporation, as he was of Central B. C. Other well known aviation men with PWA and D. D. (Dunc.) McLaren; R. H. (Dick) Laidman, operations manager at Vancouver; Len. Fraser, chief pilot; Jack Fair, assistant chief pilot; Ken. MacMurray, traffic manager. It is believed here that Pacific Western Airlines Ltd. now moves into the position of Canada's third largest airline, second only to TCA and CPA.

## CPA's Comets

CPA's proposed Comet service between Sydney, Australia, and Honolulu will not be inaugurated this year, it has been announced. The CPAL South Pacific route, Vancouver to Sydney, via Honolulu, Fiji and Auckland, is being flown with new Douglas DC-6B 64-passenger airliners. The airline has only one Comet 1-A available for delivery this year and it is not feasible to operate a scheduled service on this basis. Future plans in respect to the introduction of jet equipment on CPAL routes are under study but no further announcement can be made until such plans have final approval.

## Douglas Knowles

Douglas Knowles has resigned as Chief Engineer of Avro Canada's Gas Turbine Division.

Mr. Knowles was one of the last remaining Canadian engineers at Avro Canada who had been associated intimately with Canada's jet engine industry from its wartime inception in the Crown company, Turbo Research Ltd. He was associated with Winnett Boyd, Paul Dilworth, Lloyd Secord, Lloyd Wigle and others in the early important design and development work on the Chinook and Orenda engines.

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