

of events, would have no contact with the DOT. This vital step, where the maintenance engineer could fall back on the DOT for protection and support, is now missing. Most aircraft maintenance engineers feel that the DOT should be the independent assessor of the operating companies and the key personnel who control the safety aspects of flight. It would take an abnormally large number of DOT inspectors to police the widespread aviation industry in Canada. For this reason, it is essential that the department maintain a close relationship and some control over the people who certify the airworthiness of the aircraft."

In conclusion, the statement says:

"The Canadian Aircraft Maintenance Engineers' Association was formed to maintain and advance the standards of safety and knowledge in the industry; to provide the safest transportation possible for the passengers; to work with the Department of Transport and other interested parties in the areas of regulations and licensing, and to stand up for the interests and protect the rights of its members."

## Military

### RCAF training role

A study of its ground, and air training organization, based on the planned use of the CL-41 Tutor basic jet trainer, has been completed by the RCAF, Defence Minister Hellyer stated in the House of Commons. The minister added that no decisions had been taken yet on possible changes at several pilot training bases.

The role and present strength of each of the bases in question, the minister revealed, are as follows: Gimli, Man., Central flying school No. 3 advanced flying school, with two Harvards, 39 T-33's, five Expeditors, two Dakotas, two Chipmunks; Portage la Prairie, Man., Advanced flying instructors school No. 2 advanced flying school, with 75 T-33's, two Expeditors; Moose Jaw, Sask., No. 2 flying training school Basic flying instructors school, with 64 Harvards, 9 Expeditors; Penhold, Alta., No. 4 flying training school, with 64 Harvards, three Expeditors. There are approximately 650 service and about 200 civilian personnel at each of these stations.

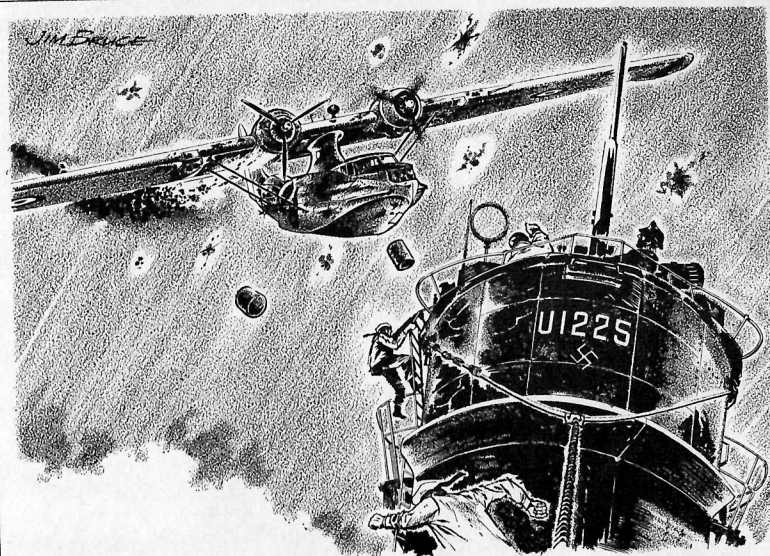
### Mercy flight training

The task of flying relief supplies to cyclone-stricken East Pakistan has proved an ideal opportunity for Air Transport Command to provide on-the-job training to future air transport crews.

An RCAF Yukon turbo-prop transport loaded with twelve and a half tons of Red Cross and other supplies for the disaster area, left Trenton recently on a 15,000-mile training flight with four complete crews—two composed of students, the others of instructors.

Making stops in France, Lebanon, and Calcutta, Canada's largest transport aircraft, the Yukon, flew to Dacca, East Pakistan with five tons of blankets for

# THROUGH THE YEARS with Canadian Aviation



ON JUNE 24, 1944, AN R.C.A.F. CANSO, CAPTAINED BY FLT. LT. DAVID HORNELL OF TORONTO, WAS ATTACKING A FULLY SURFACED U-BOAT, NEAR THE SHETLAND ISLANDS.

FIERCE ANTI-AIRCRAFT FIRE FROM THE GERMAN SUB ROCKED THE CANSO, SETTING FIRE TO ITS STARBOARD ENGINE AND WING.

AT A LOW ALTITUDE, WITH HIS AIRCRAFT BARELY CONTROLLABLE, HORNELL RELEASED HIS DEPTH CHARGES IN A PERFECT STRADDLE, SINKING THE U-BOAT.

BY NOW, THE CANSO WAS IN DESPERATE STRAITS. THE BURNING ENGINE VIBRATED OFF THE WING AND FELL INTO THE SEA. HORNELL MANAGED A LANDING

IN THE ROUGH SEA, BUT THE BURNING CRAFT SOON SANK. THE CREW OF EIGHT, HAVING ONLY ONE SERVICEABLE DINGHY, SPELLED EACH OTHER IN AND OUT OF THE ICY WATER FOR 21 HOURS BEFORE BEING RESCUED.

TWO MEN DIED IN THE DINGHY. HORNELL, BLINDED AND GRAVELY EXHAUSTED, DIED SOON AFTER BEING RESCUED.

THE SURVIVORS WERE DECORATED FOR THEIR BRAVERY. TO HORNELL FOR "VALOUR OF THE HIGHEST ORDER", WENT THE POSTHUMOUS AWARD OF THE VICTORIA CROSS, THE FIRST SUCH AWARD TO GO TO A CANADIAN AIRMAN IN THE SECOND WORLD WAR.

**NEXT MONTH: First flight over the Rockies.**

the victims of the tidal-wave and cyclone which hit the country in late May. In addition to relief supplies, the aircraft carried a ton of special cable oil and five tons of structural steel to replace power pylons built by Canada under the Colombo Plan, and destroyed by the cyclones.

The training provided by such flights is invaluable to the pilots, navigators, radio operators, flight engineers, and transportation technicians who will soon be on their own, flying mercy missions and transport operations for the United

Nations in the Middle East and the Congo, for NATO in Europe, and for NORAD on Arctic resupply missions.

### System for CF-100

A development and production contract to provide 15 self-contained cooling systems for electronic packages on board the Electronic Counter Measures (ECM) version of the CF-100 aircraft has been awarded to Garrett Manufacturing Ltd., Toronto, by the RCAF.

### New DND headquarters study

First major assignment for A/V/M Johns in his new civilian capacity as a special adviser to the Department of National Defence (effective Sept. 1), will be a review of needs for a new headquarters building for the Department. The DND is now housed in three temporary buildings, constructed on Cartier Square in 1942, and in various other buildings scattered about Ottawa. A/V/M Johns, who was formerly assistant deputy minister (Construction and



Mercy flight planning



Properties) for the DND, will work with the Chiefs of the armed forces and the Chairman of the Defence Research Board to determine the most effective and economical grouping of headquarters personnel.

### Carrier for P.1154

New life for the fading Fleet Air Arm in Britain is envisaged by the decision to spend \$180 million on an aircraft carrier designed to operate the Hawker P.1154 supersonic VTOL strike aircraft being built under a joint development program by the Royal Air Force. This is expected to extend the life of the Royal Navy's Fleet Air Arm until at least 1980. New carrier will obsolete the Ark Royal and Victorious, but the Eagle and Hermes will be modified to continue operations.

### Defence disposal

Sales of aircraft and components during fiscal year 1962 to 1963, announced by Crown Assets Disposal Corp. included: **Hawker Siddeley Canada Ltd.**, Toronto, Orenda engines (\$460,640), aircraft pumps (\$24,000), aircraft carburetor equipment (\$18,800), electrical warning devices (\$7,500, and temperature control units (\$5,250); **Samuel E. Sigal Enterprises Ltd.**, Toronto, Canuck aircraft (\$40,500); **Chesapeake Airways Service Corp.**, Salisbury, Md., U.S.A., propellers (\$14,100); **Alaska Coastal-Ellis Airlines**, Juneau, Alaska, Wright Aero engines (\$18,071); **Fairey Aviation Co. of Canada Ltd.**, Sidney, B.C., Canso Aircraft (\$10,635); **Province of Quebec**, Quebec, P.Q., Canso aircraft (\$16,700); **Columbus L. Woods**, Lewistown, Mont., U.S.A., Mitchell aircraft (\$10,007); **El-dorado Aviation Ltd.**, Edmonton, Alta., instructional Dakota aircraft (\$7,605); **Superior Airways Ltd.**, Fort William, Ont., aircraft floats and parts (\$6,100); **Staravia Ltd.**, Aldershot Hants, Eng., airframe spares (\$5,651); **Saul Hersch Ltd.**, Toronto, aircraft communication and electronic equipment (\$5,510); **Canadair Ltd.**, Montreal, CF 100 flight simulators (\$5,000).

### Defence contracts

Defence contracts awarded during the period June 15 to July 15, by Department of Defence Production included: **Aeroquip (Canada) Ltd.**, Toronto, aircraft hardware (\$23,096); **Aviation Electric Ltd.**, Montreal, aero engine spares (\$23,754); **Canadair Ltd.**, Montreal, aircraft ground support equipment (\$117,326), technical representatives (\$154,688); **Canadian Aviation Electronics Ltd.**, Montreal, rental of mobile calibration laboratory and services of calibration team (\$50,203), engineering study (\$17,722); **Canadian Curtiss-Wright Ltd., Ltd.**, Toronto, cylinder machining and studding assemblies (\$165,579); **Canadian Marconi Co.**, Montreal, mobile and fixed radio sets (\$107,184); **Computing Devices of Canada Ltd.**, Ottawa, flight deck communications system (\$28,808), operation and maintenance of telecom-

munications establishment telemetry station (\$44,554), operation and maintenance of data processing centre (\$36,400); **DeHavilland Aircraft of Canada Ltd.**, Downsview, Ont., technical representatives (\$36,000); **Enamel & Heating Products Ltd.**, Amherst, N.S., pylon assemblies (\$18,829), airframe spares (\$98,871); **Godfrey Engineering Co. Ltd.**, Lachine, Que., aircraft hydraulic system test stands (\$83,430); **B. F. Goodrich Canada Ltd.**, Kitchener, Ont., boot deciders (\$18,736); **Hawker Siddeley Canada Ltd.**, (Orenda Engines Division), Toronto, aircraft ground support equipment (\$44,768); **ITT Canada Ltd.**, Montreal, test sets and harness (\$77,405); beacon simulators, power test sets, test bench harness (\$60,026); **Leigh Instruments Ltd.**, Carleton Place, Ont., true airspeed adapters (\$42,521); **Pioneer Parachute Co. of Canada**, Smiths Falls, Ont., parachute canopies (\$111,042); **RCA Victor Co. Ltd.**, Montreal, study on the serviceability of fire fighting equipment (\$151,075); **Rolls-Royce of Canada Ltd.**, Montreal, air casing sets (\$307,000); **Spartan Air Services Ltd.**, Ottawa, topographical services (\$49,952); **Sperry Gyroscope Co. of Canada Ltd.**, Montreal, technical representatives (\$38,188); **United Aircraft of Canada Ltd.**, Longueuil, Que., engine spares (\$30,174), aero engine overhaul tools (\$15,000), repair, calibration, adjustment and modification of material for the helicopter programme (\$10,000), technical representatives (\$117,736).

**Air Force Day** crowd estimated at 93,000 strong converged on Edmonton last month, topping even the number of spectators for national air force day in Ottawa.

## Transport

### Charters are big business

Wardair Canada Ltd., Edmonton, seems to have found the key to profit in the air transport business. Transatlantic charter flights have put new blood into the company by attracting ethnic groups from Edmonton and the surrounding area. Most of the passengers are post-war immigrants who have "made good" and can now afford to visit their homelands. Three out of four Wardair transatlantic flights are made up of new Canadians. And the average load factor is 85%.

Wardair handles the bulk of charter flights with two DC6Bs, each seating 88 passengers. These and the line's northern operations are the bread and butter of the enterprise. Whereas most regular carriers will have flown approximately ten charter trips by the end of the year, Wardair expects to have handled 40 trips by then.

The large airlines are not enthusiastic about charter trips. But more and more average wage earners are being attracted to this form of air travel by the low rates.

Spokesmen for the big carriers say it

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the  
past  
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