

Editorial Log

WE CANNOT THINK of a better person to become the Secretary of the newly formed Canadian Aeronautical Institute than Charles Luttmann. During the last seven years he organized the patents work of Avro Canada, finally becoming Contracts Administrator in the Aircraft Division. While working next door to him, we often used to consult him, on such problems as the patentability of the word "Jetliner," which an increasing number of operators and manufacturers don't seem to realize Avro Canada coined. Charles holds a M.A. and B.A. in Mechanical Sciences from Cambridge and so is able to talk to engineers in their own language. As Chairman of the Toronto section of the Institute of the Aeronautical Sciences in 1941 and a member of the Interim Council responsible for the formation of the C.A.I., he has proved his interest in and ability to cope with the problems of the new organization. He knows the industry, too, being connected with the aviation industry in England and the U.S.A. before coming to Canada. During the war he held the position of Assistant Chief Inspector, Aircraft, for the British Air Commission, responsible for the inspection of American aircraft and equipment for the RAF and RN.

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A LONG-STANDING feeling of personal failure was satisfactorily cured last month when I was privileged to attend the party given in honor of Professor "Tommy" Loudon, of the University of Toronto, by about 75 of his 200 aeronautical engineering graduates. Several of these engineers came up and asked me what year I had graduated in, not seeing the ring of Victoria College, their erstwhile mortal enemy, on my finger instead of an engineer's iron ring.

During my strictly non-engineering liberal arts course, I appeared on the boards on one occasion at Hart House theatre cast or more properly miscast in the role of an engineer. A very critical reviewer from The Varsity campus newspaper (probably from S.P.S.) said in print the next day that I not only did not act like an engineer, but that I did not look like one either.

Since that time I have lost most of my Arts Course shock of hair and so conceivably look more like an engineer. I have also associated closely with engineers, many of whom I knew at college and more of whom at Avro Canada. That they are willing to discuss their problems with me a mere Arts man, and believe me an aeronautical engineer in our industry has many problems, I consider a real compliment.

I can still remember the fights Vic had and probably still has with S.P.S., basically caused probably by the fact that S.P.S. had few women students and Vic had more than its share, which we did not want to give up. Ultimately, however, such engineers as Dowty's Ian Hamer married a Vic girl. I'm rather interested to see where their children will go to college.

One particular rugby game between Vic and S.P.S. I was watching from the bench when it developed into a free-for-all among players and spectators alike. I rushed in with no definite course of action in mind and was met by a wild-eyed person who obviously intended

to finish me off there and then. I side-stepped and as he went past, swung and hit him on the jaw.

He got up nursing his face and swearing at me (just like an engineer) for hitting a fellow-Vic man. He had been trying to escape the fight not pick one with me.

Which goes to prove perhaps that you can't always tell an engineer from what he says, looks and acts like.

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MARGARET CARSON, our industrious Canadian Owners and Pilots Association columnist, astounded the members of the Aviation Writers' Association last month when she showed off her carpeted garage-office in her Ottawa home. She had had an office downtown but finally decided to move in to her garage and move the car out for the sake of convenience. Largely on her own initiative, she has recruited 1,200 members and plans to have 2,000 by the end of this year. More power to her!

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LIKE MOST reputable business publications Aviation Week has upheld the editorial viewpoint of the Wall St. Journal as against that of some executives who believe that only "official" news about industry should be reported. The Journal had the guts to print certain facts, although advertising was canceled as a result. It noted that except in the field of national security, a newspaper, if it is to be honest and perform any service, cannot concern itself with whether information is "authorized," but only with whether it is true and worth printing.

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ROY KERVIN, editorial writer for The Montreal Gazette, has written a very fine series of articles on the convention of the Aviation Writers Association at Miami Beach, also described in this issue.

He concludes:

"It was a good week. A lot was accomplished, a lot learned, and a lot of weight lost by the assembled delegates. But Florida has compensations for the heat and the damp and the work.

"Ron Keith, of CPA, floating on his back in the Miami Springs Hotel pool, was heard muttering to himself: 'People just don't realize how tough this aviation writing is.'"

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ON OUR ANNUAL Western trek this year to gather material for next month's special issue we are going to miss talking to J. H. "Sandy" Sandgathe, assistant to the president of TCA, who last month retired from his Winnipeg post to his 20,000-acre ranch in Alberta. He was a good source of aviation information, knowing personally most of the old-time fliers in the West. Many TCA pilot captains today owe their whole career to Sandy's "patient, sympathetic understanding" over a period of 17 years, Don R. MacLaren, executive assistant, Pacific region, said in making a presentation on behalf of the company. Sandy had made safety conscious, instrument-guided pilots out of men who had once flown their rickety aircraft by intuition and daring. Four other TCA officials who have a combined flying mileage of almost 13 million air miles were at the farewell party with many more flying friends: Art Rankin, flight operations superintendent, western region; Walt Fowler, executive assistant, Maritime area; Herb Seagrim, general manager of operations; Rene Giguere, senior check pilot; and Lindy Root, director of flight operations.

By Ross Willmot