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termine if anything new must be considered.

Recent experimental tests conducted by NASA and FAA has substantiated TCA's findings that slush can have a very serious effect on the take-off performance of airplanes with high speed take-offs and also confirmed that the jet intake can be more susceptible to slush ingestion than the small piston engine air intakes.

TCA's operating policy for its DC8's and Vanguards requires runways to be plowed and swept whenever wet snow or slush is present. This ensures that there will be no more than half an inch of slush on a runway for take-off with these airplanes. Because the take-off speed of the Viscount is slower, it is able to operate under more severe conditions; however, TCA does not permit take-offs with the Viscount with more than one inch of slush or wet snow.

We may conclude by saying that past experience indicates that the restrictions we apply for operation in slush are sound, since they have resulted in incident-free operation combined with few delays.

*J. T. Dymont,
Chief Engineer,
Trans-Canada Air Lines
Montreal.*

Seek gliding title

Sir:

As a regular reader of "Canadian Aviation", I am replying to your editorial in the current (December) issue by sending information on the forthcoming world gliding contest to be held at the airfield near the town of Junin, 140 miles from Buenos Aires, February 11 to 21, 1963.

The Soaring Association of Canada has chosen a team of three top pilots to be sent to Argentina: Wolf Mix, Toronto, winner of this year's Canadian national contest, Charles Yeates, Brantford, past Canadian champion, and David Webb, Montreal, runner-up at this year's nationals. Team captain will be Ross Grady, Edmonton.

I realize this item of news is not exactly in line with the object of your editorial, but I thought you would be interested in what is going on in the Canadian gliding and soaring movement.

*(Mrs.) M. Chesbrough,
42, Sussex Drive,
Ottawa.*

Now named Saskair

Sir:

The change of name of Saskatchewan Government Airways, to Saskair has been approved by the Air Transport Board and a provincial Order in Council.

Our organization remains the same, with no changes in board of directors, management, staff, aircraft, services, bases, operations, tariffs or schedules. The change in name we felt was necessary to bring our company in line with the names of other air carriers.

The name SASKAIR was decided upon because it offered both brevity and

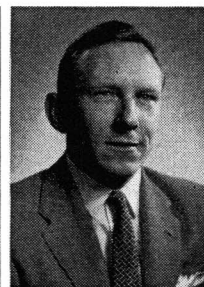
a geographic connotation. No official crest has been chosen as yet.

*W. A. Houseman,
Managing Director,
Saskair,
Prince Albert, Sask.*

People



W. Van Wyck

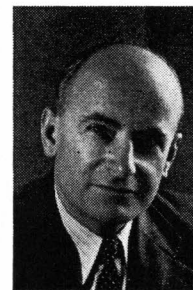


T. H. Ussher

Promotion of **William Van Wyck** to the position of purchasing manager is announced by Garrett Manufacturing Ltd., Rexdale, Ont. He joined the company about a year ago; was formerly with Orenda Engines at Malton for eight years. **Terrence H. Ussher** has been made chief engineer of the company and is succeeded as avionics project chief by **Brian Montyro**, formerly of Computing Devices of Canada Ltd.

Senior Canadian representative on the council of the International Civil Aviation Organization **J. R. K. Main** has been appointed chairman of the ICAO Air Transport Committee.

Formerly executive vice-president of York Gears Ltd., Toronto, **James G. Rae** has been appointed president; similar promotion is announced for **William A. R. Dawson**, now president of John Bertram Co. Ltd., Dundas, Ont. Both companies are subsidiaries of Russell Industries Ltd.



J. D. Pearson

James Denning Pearson, chief executive and deputy chairman of Rolls-Royce Ltd. since 1957, was awarded a knighthood in the new year honors list. He has played an important part in promoting exports of the company's aero engines, and was posted to Canada in 1945 to establish the Rolls-Royce technical office in Montreal.

Appointment of two vice-presidents is announced by Rolls-Royce of Canada Ltd., Montreal, **R. J. Grundy** is now vice-president and works manager, and **A. B. Simpson** is vice-president and chief engineer.