

## Leading the Dowty Canada team



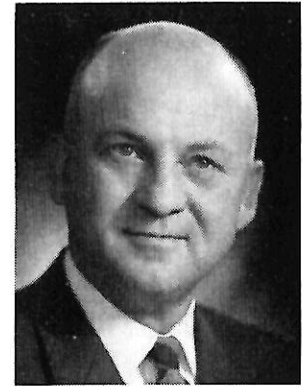
**KENNETH D. MORLEY**, Dowty Canada's vice-president and managing director, joined the Supermarine division of Vickers Armstrong from college in Britain. He was commissioned in the RAF during WW II and joined Dowty Canada as sales manager in 1959. He is a director of all Dowty Group companies in North America.



**THOMAS H. STAPLES**, general sales manager, joined Dowty in 1953 following studies in aeronautical engineering and practical and administrative experience as an engineer officer in the RAF. He was appointed admin. assistant to Dowty's technical director in 1954 and has since served in engineering and sales.



**G. F. W. McCAFFREY**, chief engineer, completed a stint with the RCN as engineering officer before joining the NRC, Ottawa, in 1946. He joined Dowty as chief engineer in 1954, has represented Toronto branch of the CASI on the national council. In June this year, he was appointed to the NRC aircraft systems committee.



**BRYCE H. YOUNG**, manager of manufacturing, accumulated academic and practical engineering experience before serving in the RCAF as a navigator during WW II. He joined Dowty in 1950 as a service rep. and became subcontract supervisor and procurement manager. After two-year stint with DDP, he rejoined Dowty in 1961.

heed, California. Hydraulic actuators are being produced for the control surfaces of the de Havilland Canada Caribou transport aircraft.

There are about 500 Civil aircraft in North America fitted with such Dowty equipment as landing gears, hydraulic actuators and valves, propellers, synchronisers and accessory drive equipment, and gear box drive shafts. They include the Hawker Siddeley Argosy, Bristol Britannia, Canadair CL-44 and CL-66, Sud Aviation Caravelle, Fairchild F-27, Grumman Gulfstream, Handley Page Herald, and Vickers Viscount and Vanguard. The gear on all these types can be serviced in the Ajax plant — and much of it is, despite the competitive pricing of such work by shops south of the border.

The services and advice of Dowty engineers and technical representatives based at nine DOT, RCAF or FAA-approved overhaul facilities located strategically about Canada and the United States are provided free of charge under the terms of normal sales contracts. Direction of this service support emanates from the Ajax headquarters of Dowty Canada, but a full inventory of spares is also held at Dowty-Rotol Inc., at Arlington, Va.

F-27 landing gears, elements of which are overhauled at Ajax, have been noted for their reliability, having been reported serviceable after 12,000 hours of aircraft operation — equivalent to about 24,000 landings. But West Coast Airlines recently had trouble with a landing gear on one of their F-27's. This was quickly diag-

nosed as wear on the main oleo. The part was air-freighted from Seattle to the Dowty plant, the repair effected (boring out of the cylinder and fitting of an oversize piston), and the leg returned in less than two weeks. In

an emergency, such repairs can be effected in a few days.

This is the kind of service Dowty Canada has learned to give to remain competitive and "in business" in North America. END

**AVRO ARROW GEAR** dwarfs entrance door at Dowty's plant.

