

## NAMES IN THE NEWS

**H. Charles Luttman**, a well-known personality in aeronautical engineering circles, has been appointed secretary of the newly-formed Canadian Aeronautical Institute, it has been announced by Dr. J. J. Green, president of the Institute.

A native of Banbury, England, Mr. Luttman has served A. V. Roe Canada Limited at Malton for the past seven years in an executive capacity and has been Contracts Administrator for the Aircraft Division since 1952.

Educated at Cambridge University, Mr. Luttman obtained a B.A. in Mechanical Sciences in 1930 and an M.A. in 1946. Prior to coming to Canada in 1947, he was connected with the aviation industries in England and the U.S. During World War II he was Assistant Chief Inspector, Aircraft, for the British Air Commission in the U.S., responsible for the inspection of American aircraft and equipment for the RAF and RN.

He was chairman of the Toronto Section of the Institute of the Aeronautical Sciences in 1951 and an active member of the CAI interim council, which was responsible for the formation of the CAI.

**The Honorable Ralph Osborne Campney**, QC, MP, recently named successor to Hon. Brooke Claxton as Minister of National Defence, has already had a brilliant career as a lawyer and in government service, and during World War I his varied military service included stints with the medical corps, in the infantry, and as a pilot in the RFC.

Born in 1894, near Picton, Ontario, Mr. Campney entered Queen's University in 1914 in search of a medical education, though by this time he had already been teaching in a country school for three years.

World War I interrupted his studies and Mr. Campney enlisted in the ranks with No. 5 Stationary Hospital (Queen's) in 1915. He went overseas in May of that year and proceeded to Egypt where the unit operated as a base hospital.

He received his commission in the infantry in 1917 and was posted to the 19th Canadian Infantry Battalion following Vimy, serving with that unit throughout 1917 until invalided to

England from Passchendaele. Mr. Campney was then attracted to the RFC and managed a transfer to a unit commanded by Major Arthur Harris of Rhodesia. Major Harris, who taught Mr. Campney to fly, gained later fame as Air Chief Marshal Sir Arthur Harris.

The new Defence Minister served as a pilot until the armistice in 1918 and following demobilization resumed his studies in 1919 at Queen's, switching from medicine to arts.

In 1924 he was called to the bar of



HON. RALPH CAMPNEY

Ontario and in the fall of that year proceeded to Geneva as secretary to the Canadian delegation to the League of Nations Assembly. Returning to Ottawa, he became political secretary to the late W. L. M. Mackenzie King.

In 1929 Mr. Campney left public service, settling in Vancouver, where he embarked on the practice of law, ultimately building a large and successful law firm. In 1936, he was named first chairman of the National Harbours Board, a post he held for three and a half years during the period of organization of that body. At the end of this period he returned to his law practice in Vancouver.

His first bid for a seat in Commons, in 1948, was unsuccessful, but he had more luck in the general election of 1949, and was re-elected in 1953.

In 1950, Mr. Campney became chairman of a special parliamentary committee which dealt with the National Defence Act, bringing about a high degree of unification of the administration of the three services. He

was appointed parliamentary assistant to Defence Minister Brooke Claxton at the beginning of 1951 and late in 1952 became solicitor general. Early in 1953, while continuing to act as solicitor general, Mr. Campney also assumed the role of Associate Minister of National Defence. He gave up the solicitor general's post at the beginning of this year and on July 1 took over as Defence Minister.

Described as an avid enthusiast of air development, he is past president of the Air Force Officers' Association of Vancouver; past chairman of the B.C. Committee, Air Cadet League of Canada, and a former director of the Air Cadet League of Canada.

Another important Cabinet appointment is that of the **Hon. George Marler**, a Montreal lawyer who has succeeded **Hon. Lionel Chevrier** as Minister of Transport. Mr. Chevrier has, of course, resigned to become president of the St. Lawrence Seaway Authority.

The Seaway Authority has also claimed the services of **Carl W. West**, senior Deputy Minister of Transport. **John R. Baldwin**, formerly Deputy Minister for Air Services as well as chairman of the ATB, has now moved into Mr. West's office of senior Deputy Minister, at the same time relinquishing the ATB chairmanship to **Wilbert Jamieson Matthews**, QC.

Mr. Matthews is not unknown to the aviation fraternity, having served as DoT Director of Administration & Legal Services since July, 1949, a position in which he was in charge of the department whenever the deputy minister was absent.

A native of Port Arthur, Ontario, 54-year-old Mr. Matthews is a graduate of the University of Toronto and Osgoode Hall. Before settling in Ottawa, he practised law in Port Arthur and Toronto, later joining the DoT as assistant counsel in 1936. While with the DoT, he was responsible to a considerable degree for the drafting of the regulations and legislation pertaining to the formation of the Air Transport Board, which he now heads.

**Henry E. Hall** has been named Stratoflex sales representative of the Province of Quebec, it has been announced by T. G. Preston, vice president & general manager of Stratoflex of Canada Inc., Toronto. Mr. Hall, a native of Montreal, has had long and varied experience in hydraulics and pneumatics.



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With these stringent requirements to meet, the basic formula for Waspaloy was worked out by R. H. Thielemann, P & W development metallurgist. Using more than 50% nickel for a base, Mr. Thielemann added chromium, cobalt, molybdenum, and small amounts of titanium and aluminum to give the alloy stability and hardness.

Allegheny Ludlum Steel Corporation of Pittsburgh, Pennsylvania, was assigned the initial production of the new alloy and by the end of 1949 this company had melted, poured into ingot, and processed into rolled bar stock, the first quantities of Waspaloy. The first batch of rough forgings for blades was produced by Utica Drop Forge & Tool Corporation of Utica, N.Y. and sent to P & W for laboratory testing. From these tests were determined the best composition and also the most effective heat treatment to develop high heat-resisting properties.

Early in 1950, the first proving run of a J-48 turbine fully fitted with



CAI SECRETARY: Charles Luttmann has been appointed secretary of the Canadian Aeronautical Institute. For more news about Mr. Luttmann, see "Names in the News", this issue.