

NEWS ROUNDUP

New Squadron

Another new fighter squadron has been formed by the RCAF—No. 430 at North Bay, Ont. The squadron will be equipped with F-86E Sabres and will be commanded by Squadron Leader J. F. Edwards. North Bay is also the location of No. 3 All Weather OTU.

Orenda Production

Some production machinery has been set up and is already in operation at the new Avro Canada Orenda gas turbine manufacturing plant, near Malton, on which work was first started less than a year ago. The huge plant is rapidly nearing completion and it is expected that it will be in full production on Orenda engines next year.

Genaire Limited

Now ready to commence operations is Genaire Limited, according to H. B. Picken, president of the newly-formed organization.

Genaire Limited is located on the Municipal Airport at St. Catharines, Ont., where the firm has taken over the management of the airport. D. W. McLarty has been designated as Airport Manager and is also a vice-president of the company. Mr. McLarty has been in civil aviation for the past six years as a pilot for Kenting Aviation and was also formerly managing director of Photographic Surveys (Western) in Vancouver.

The new firm intends to do repair, maintenance, and overhaul work on

aircraft and subcontract work on components. The engineering and installation of electronic instruments for customers using such equipment will also be undertaken.

Superintendent for the firm is F. G. Clarke who has been in the aircraft industry for some 15 years on inspection and supervisory work. Chief Inspector Alec. G. Martin has had some 14 years aircraft experience in construction, inspection and bush operations maintenance. Mr. Martin holds an "M" license, with endorsement for A, B, C, and D work, and a commercial pilot's license.

Mr. Picken said that the recent arrival of G. R. "Gerry" Wooll and C. E. Graham, formerly managing director and accountant/office manager respectively at Field Aviation Company, Oshawa, had rounded out the initial group of employees. Mr. Wooll holds the position of managing director of Genaire, and Mr. Graham is secretary-treasurer.

National Air Show

Not since the International Air Show of 1946 had a Canadian air display attracted such a crowd. On September 15 the National Air Show, sponsored by the Toronto Flying Club, drew an estimated 75,000 persons and clogged roads for miles around Malton Airport. Although the International Air Show attracted about 100,000 persons, it lasted eight days, so that in effect the National Air Show set an all time

record for attendance.

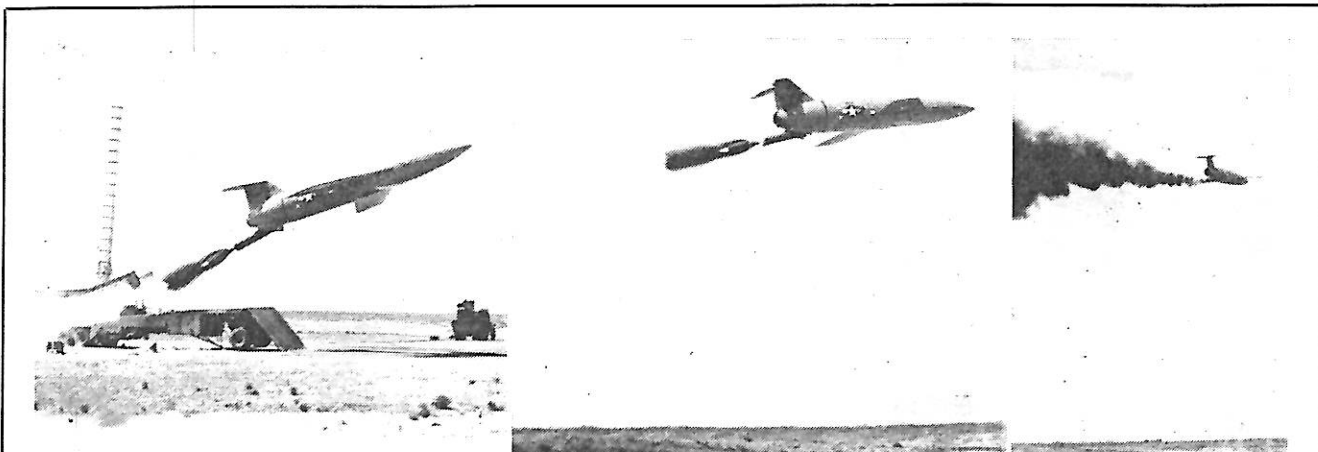
Near perfect weather aided materially in drawing the record crowd, but at the same time the show was one of the best to have been put on in Canada for several years, though its appeal was primarily to the general public. Aircraft exhibited included the CF-100, the Orenda Lancaster, Mustang, RCN Grumman Avenger, Vampires, USAF Boeing B-29, Bell helicopter, Chipmunk, TCA North Star, and American Airlines' Convair, as well as such smaller private type aircraft as the Navion, and the Piper Super Cub. Flying displays were put on by most of these aircraft. The program included a mock attack by sixty paratroopers dropped from three Dakotas.

Airports

The Vancouver City Council was recently badly winded by a blow in the form of an offer from the Department of Transport to buy Vancouver International Airport for \$420,000, about one-fifth of the value the Council had earlier placed on the field. City officials had appraised the value of the airport at \$2,175,000. Actually, the DoT's offer, made in the form of a letter from Transport Minister Lionel Chevrier, was for the buildings and equipment. Mr. Chevrier suggested that the usual procedure be followed and the city grant title to the lands for the nominal sum of one dollar.

Future developments will probably depend on negotiations between the Council and the DoT. Meanwhile, a \$2,000,000 airport expansion project is soon to get started.

And from across the Dominion



PILOTLESS BOMBER: The Martin B-61 Matador is soon to be put into active service by the USAF. Though described in initial reports as one of a number of new "fantastic" weapons, it is actually nothing more than a guided missile powered by a jet engine and fitted with rocket assist for take-off. The rocket,

evident in this series of take-off pictures (from launching truck at left), drops away from the Matador once its fuel has been expended. The B-61 has a typical modern configuration and is thought to have a speed of about 700 mph. A USAF squadron is now being activated in Florida to operate the new weapons.