

G/C H.R. Foottit Heads CAI

Group Captain H. R. Foottit was elected president for 1957-58 of the Canadian Aeronautical Institute at the organization's annual meeting, held at May's end in Ottawa.

G/C Foottit, who succeeds Thor Stephenson, Canadian P & W sales engineering and service manager, is the RCAF's Director of Aircraft Engineering.

Chosen as vice president was S. L. Britton, chief administrative engineer for Orenda Engines Ltd.

Councillors for 1957-58 are: R. B. McIntyre, Dowty Equipment of Canada Ltd. (Toronto); P. B. Dilworth, Dilworth, Secord & Associates (Toronto); F. M. Hanna, Photographic Survey Corp. (Toronto); R. J. Conrath, Railway & Power Engineering Corp. (Montreal); A. E. Ades, TCA (Montreal); T. A. Harvie, Canadair (Montreal); J. L. Orr, Defence Research Board (Ottawa); A. T. Gilmore, TCA (Vancouver); R. N. McCollum, Sperry Gyroscope Co. of Canada Ltd. (Vancouver); H. W. Grant, Standard Aero Engine Ltd. (Winnipeg); W. E. Robinson, Bristol Aircraft (Western) Ltd. (Winnipeg); C. C. Young, Northwest Industries (Edmonton); S/L J. E. Moran, RCAF (Edmonton); D. L. Wallis, Avro Aircraft (Cold Lake, Alta.); W/C W. N. Hoyer, RCAF (Cold Lake); Lt. Cdr. J. C. Sloan, RCN (Halifax); Cdr. E. B. Morris, RCN (Halifax).

The McCurdy Award, made annually in recognition of outstanding technical achievement in the aeronautical field, went this year to Earl K. Brownridge, vice president, manufacturing, of Orenda Engines Ltd. The presentation was made by the Hon. J. A. D. McCurdy.

Mr. Brownridge was cited for his conception, introduction and development of manufacturing methods used in the Orenda turbojet production program. In accepting the award, Mr. Brownridge pointed out that the achievement for which he was receiving the McCurdy Award was the result of a team effort, and it was as a representative of the group responsible for organizing Orenda production, that he was

accepting the honor for which he had been singled out.

The new F. W. (Casey) Baldwin Award, to be made annually to the author of the paper adjudged the best to be published in the CAI Journal during the year, was made to H. T. Stevinson and Dr. P. Mandl, both of the National Research Council, joint authors of the paper "A Repeating Parachute".

Presentation of the award was made by Mrs. Casey Baldwin, widow of the Canadian research pioneer.

Honorary fellowships were announced for M. E. Ashton, chairman of the board of TransAir Ltd. and pioneer Canadian bush flier and aviation industrialist; also W. F. English, formerly vice president of TCA, now retired.

Fellows elected by the CAI were Winnett Boyd of Winnett Boyd Ltd.; E. K. Brownridge of Orenda Engines Ltd.; F. H. Keast of Orenda Engines Ltd.; M. S. Kuhring of the National Aeronautical Establishment; R. N. Lindley of Avro Aircraft Ltd.; Admiral L. B. Richardson of Canadair Ltd.; Dr. T. P. Wright of Cornell Aeronautical Laboratory.

The new CAI president, Group Captain Harold Raymond Foottit, has had over 20 years' experience in aeronautical engineering, on the civil side as well as the military.

His civil experience began in 1935, in England, when he joined Heston Aircraft Co. He later served with Fairey Aviation before moving to the U.S. to become associated with Vultee Aircraft. For some time before joining the RCAF in 1942, he was with Ryan Aeronautical. Following wartime service with the RCAF in various aeronautical engineering capacities, he rejoined Ryan as chief structures engineer. G/C Foottit rejoined the RCAF in 1946. He was closely associated with the early design and development of the CF-100. He has held his present post at AFHQ since 1951. G/C Foottit is also well-known for his perceptive articles which appear regularly in AIRCRAFT.



G/C H. R. FOOTTIT



S. L. BRITTON

types of machines, 14 Sikorskys and nine Vertol H21's.

Retrospect: Looking back on the use of helicopters in 1947, when there were about a half-dozen open-air Bell helicopters in Canada, and to the present-day use of the helicopter in Canada's booming economy, the picture is indicative of the importance of this relatively new method of transportation.

Generally, it can be said that the "bush" operation of helicopters in Canada will provide more business and more profits during, say, the next ten years than any other type of helicopter operation.

The day of passenger-carriage by helicopters is drawing nearer, mainly because the certification of twin-engine helicopters (safer helicopters) is drawing nearer. Except in a few instances, the passenger business will not actually begin, or amount to much, until this certification is achieved. Nothing less than this will satisfy the essential safety requirements. In the meantime, instrumentation is pacing ahead and will be ready when the helicopter is ready. Engines and other technical factors are the present concern and it is most likely that, when the twin-engine helicopter does arrive, it will be turbine-powered. From the standpoint of performance and vibration alone, this will be a tremendous step forward.

Subsidy Required: Moreover, Canada, with her population of 16,000,000, scattered across a length of roughly 4,000 miles, does not have many locales that will provide sufficient population density to warrant the service, economically. In fact, some subsidy would probably be required in most areas, whose populations are very small when compared, say, with that surrounding Brussels, where Sabena operates passenger runs utilizing our present-day helicopters. Here, there are 73,000,000 people in an area of a few hundred miles.

In Canada, the centres of high-density populations are Montreal, Toronto and Vancouver. With regard to a Vancouver-Victoria run, a considerable movement of passengers could be expected here, because of the geographical barrier of water, rather than because of a high-density population. Therefore, it can be expected that, when the right type of helicopter equipment arrives, such runs will stem out of the three centres named and it might well be that

(Continued on page 114)