

NAMES IN THE NEWS

Coincident with the announcement that it is to supply Canada with jet engines, Rolls-Royce limited has revealed appointments to key positions in its Canadian operation at Montreal (See "Construction", this issue). **Dr. Eric Warlow-Davies** has been named general manager and chief engineer of Rolls-Royce Montreal Limited, and **David Boyd, OBE**, becomes production manager. Both men are well known in aviation circles in Canada, Dr. Warlow-Davies having been sent by the parent company in Derby, England, to manage the Canadian company in 1946, while Mr. Boyd has been associated with several large Canadian industries.

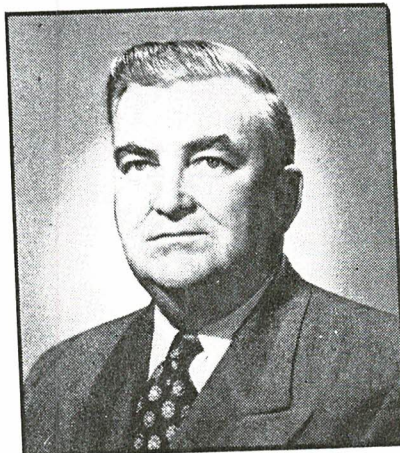
James H. Tivey, previous general manager of the Canadian operation, will remain as deputy general manager in charge of existing Rolls-Royce spares and field service organization for several months, before returning to the U.K. to take up a senior engineering appointment.

A graduate engineer from the University of Tasmania, Dr. Warlow-Davies attended Oxford University as a Rhodes Scholar, taking a B.A. in Engineering Science.

He completed his academic training by becoming a Doctor of Philosophy in Engineering Science. From 1936-38 he was employed at the Royal Aircraft Establishment at Farnborough, England, in the Mechanical Test Department. He subsequently left there to accept an appointment in the Engineering Research Department of the London, Midland & Scottish Railways at Derby. Dr. Warlow-Davies joined Rolls-Royce in 1942, working on the mechanical development of piston engines, and was later appointed Technical Production Engineer at the huge Rolls-Royce factory at Glasgow. Following a post-war term as Canadian manager for Rolls-Royce, he was general Sales and Service Manager of the company in England. In 1949 he became chief development engineer for the Nene and Derwent gas turbine aero engines.

Born in Belfast, but a Canadian resident since childhood, David Boyd received his primary education at Lachine, Quebec, and graduated from McGill with a B.Sc. degree in Engi-

neering in 1928. He went to Dominion Bridge Company Limited as assistant works manager, and moved to Canadian Car & Foundry Company Limited in 1937 as works manager of the aircraft division. In 1942 he joined Victory Aircraft Limited at Malton, Ontario, then engaged in building Lancaster bombers. He was general manager of the Crown company until 1945. With war over, he returned to



DAVID BOYD.



DR. ERIC WARDLOW-DAVIES



C. J. CAMPBELL.

heavy industry, becoming works manager of the John Inglis Company at Toronto, a position he held until joining Rolls-Royce Montreal Limited.

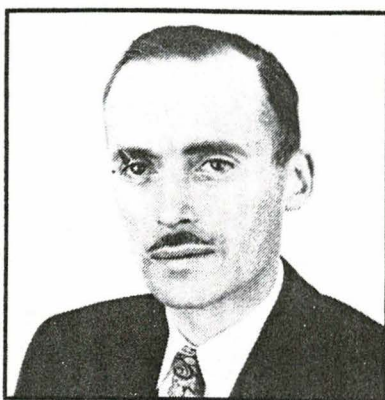
C. J. Campbell, OBE, formerly TCA's assistant director of communications, has been appointed Director of Communications for the air line succeeding **S. S. Stevens**, who recently resigned.

Born and educated at Maxville, Ontario, Mr. Campbell has had wide experience in both the Canadian and international communications field. Early in World War II, he was responsible for the planning and installation of radar stations on the east and west coasts of Canada, and was later borrowed by the U.S. for similar radar duty in the Panama Canal Zone. On his return to Canada, he supervised the maintenance and installation of further airborne and ground radar equipment on the east coast until appointed the RCAF's Deputy Director of Communications & Radar. Since joining the air line in 1945, Mr. Campbell has served extensively on the communications committees of ICAO and IATA.

One of North America's most outstanding aircraft engine engineers **Thomas S. McCrae**, has been appointed to the newly-created position of General Manager of Avro Canada's Gas Turbine Division. In his new position, Mr. McCrae will be in charge of the production and engineering of Avro Canada designed turbojets. *

The new general manager comes to Avro Canada from the Allison Division of General Motors Corporation, where he has been assistant director of engineering since January of 1947. He joined Allison in 1936 and at first did installation and contact work with the USAAF and airplane manufacturers. He became assistant chief engineer in 1939. In 1944, just prior to the invasion of Europe by the Allies, General James Doolittle of the USAF invited him to England, to consult concerning the operation of Allison engines, principally in Lockheed P-38 fighters.

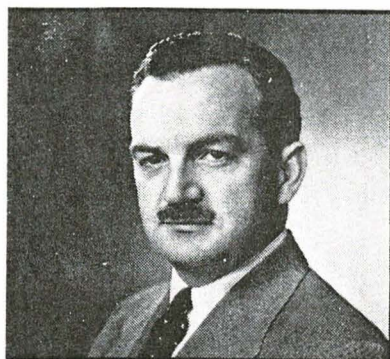
Previous to his work with Allison, Mr. McCrae worked with the research division of General Motors in Detroit, with the exception of six months he worked for Buick. He joined General Motors in 1931 on his return from a trip to Japan and China where he had gone the year previous to consult on Wright and Curtiss engines. He had



TOM McCRAE.



WILLIAM KENNEDY.



MERV FLEMING

joined the Curtiss Airplane & Motor Company in 1925

Another man who ranks high in the U.S. aviation industry, William D. Kennedy, has moved to Canada to join The Bristol Aeroplane Company of Canada Limited as General Manager of Bristol Aeroplane Engines (Western) Limited at Vancouver.

Mr. Kennedy was formerly vice-president & general manager of the Wright Aeronautical Corporation and is a native of the U.S. mid-west. He has been connected with aviation since 1915 and served with the Aviation Section of the U.S. Army Signal Corps in World War I. After the war he was

employed by the U.S. Army Air Corps as civilian chief of maintenance until 1928 when he joined Wright. Rising successively from assistant service to service manager, sales & service manager, vice-president of sales & service he became vice-president & general manager of the Cincinnati Plant of the Corporation in 1943. In 1945 he was made vice-president & general manager of the Corporation.

In 1948, President Truman awarded him the President's Certificate of Merit for "manufacture and production of aircraft engines".

Ian A. Gray has been appointed to the position of Assistant to the President of Canadian Pacific Airlines, it was announced recently. A member of CPA's engineering department since 1943, he was general superintendent of engineering at the time of his new appointment. Since joining the company, he has successively served as senior service engineer, domestic lines; plant engineer for the company's overhaul & repair plant at Winnipeg; service engineer, western lines, at Edmonton; and supervisor of engineering, Pacific lines. A native of Orangeville, Ontario, Mr. Gray is a graduate in aeronautical engineering of the University of Detroit.

Replacing Mr. Gray as general superintendent of engineering is F. M. Francis, formerly Supervisor-Service Engineering.

Mervyn M. Fleming, DSO, DFC, a popular Civil Aviation Inspector for the DoT since he joined the Department in May, 1946, has been appointed executive assistant to Director of Air Services Air Vice Marshal A. T. Cowley.

Mr. Fleming's first DoT appointment as Assistant Inspector of Airways & Airports included duties in connection with the disposition of British Commonwealth Air Training aerodromes for peace-time purposes. Later in the same year he was appointed Navigation Inspector. Since 1948 he has been in charge of airmen personnel licensing and the granting of airline operating certificates.

Born in Ottawa in 1914, Mr. Fleming was educated at the Ottawa Model School and Lisgar Collegiate. Receiving his first flying training from the Ottawa Flying Club, he obtained his Private Pilot Licence in 1934. Joining



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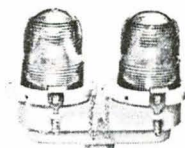


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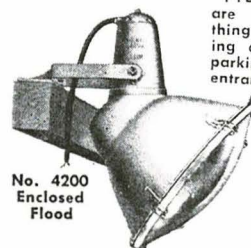


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