

How the Year Has Flown

1954 IN RETROSPECT

EACH PASSING year sees Canada's Aviation Industry reaching new heights. Each month brings new, and often exciting achievements, changes and advances to be noted. The Industry is never still, and its affairs—like the affairs of the nation of which it is a part—maintain a ceaseless ebb and flow.

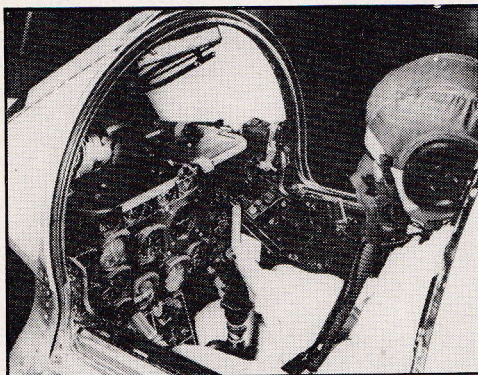
On this and the following four pages is recorded a selection of many of the news highlights of the past months, covered in detail in preceding issues of *Aircraft*. Elsewhere in this, our final edition of the year, appears more recent news of the Industry's activities.

While most of the events recalled herewith were of some significance, not all were spectacular; a few were merely markers along the way. Yet all, in some manner and in varying degree, help to measure the Industry's progress.

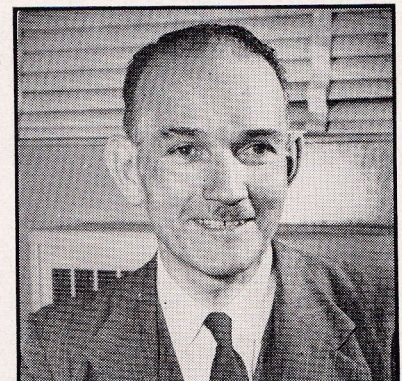
In October, an old man died quietly, and his going was a reminder that aviation in Canada is the creation of individuals. Even now, as always, it gains its strength from individuals like J. A. Wilson, though their per-

sonalities are too often submerged in the corporate teams that are a feature of the giant modern Canadian industry that is aviation. Yet it is not so many years ago, aviation in Canada was a very personal business for lone eagles and small partnerships; when a commercial operator was, more often than not, one man who performed the functions of pilot, mechanic, ticket agent, and freight handler, as well as managing director of the whole affair. The importance of the individual in Canada's Aviation Industry is reflected by the considerable number of items which concern personalities, in this review of the aviation year.

What were the highlights of the year? They range from orders for new aircraft to the deaths of aviation pioneers. They include personnel retirements and appointments; as well as milestones like the completion of the 1,000th Sabre, and the 1,000th Orenda. They include the introduction of new airliners and the honorable discharge from military service of the faithful old Anson. They include many things: some are beginnings, some are endings. All are steps into the future.



Early in the new year, Charles Grinyer (right) was appointed chief engineer of the Gas Turbine Division of A. V. Roe Canada Limited. More recently he has been named vice president, engineering of Orenda Engines Limited. *

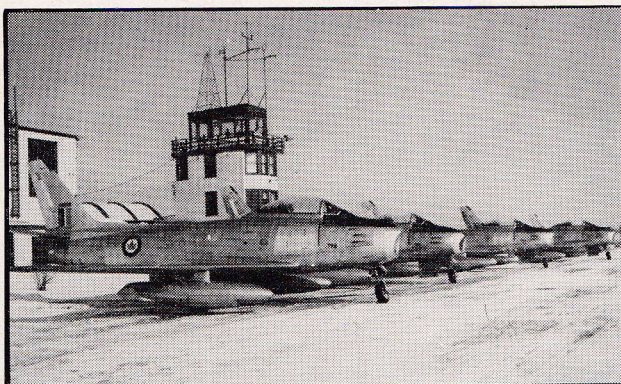


Early in the new year, Redifon Ltd. delivered a Sabre flight simulator (left) to the RCAF's No. 1 Fighter Wing at North Luffenham, England. This was the first of an order of ten.

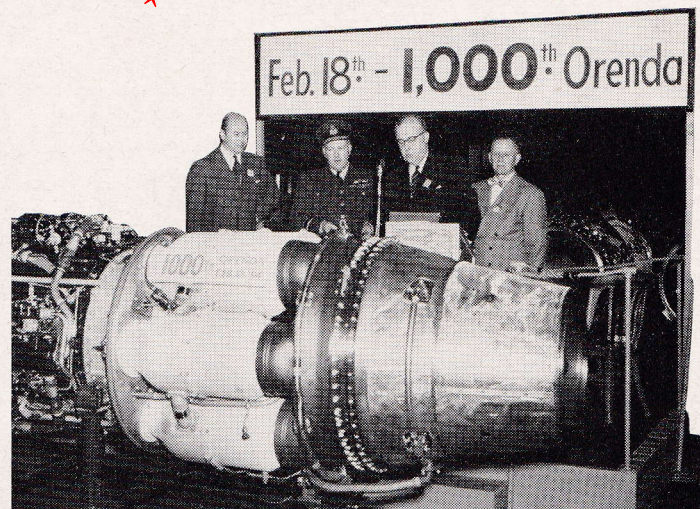
In mid-February, deliveries of the first Orenda-powered Sabre 5's (below) to overseas squadrons of the RCAF got under way with a trans-Atlantic ferry flight of 14 aircraft.

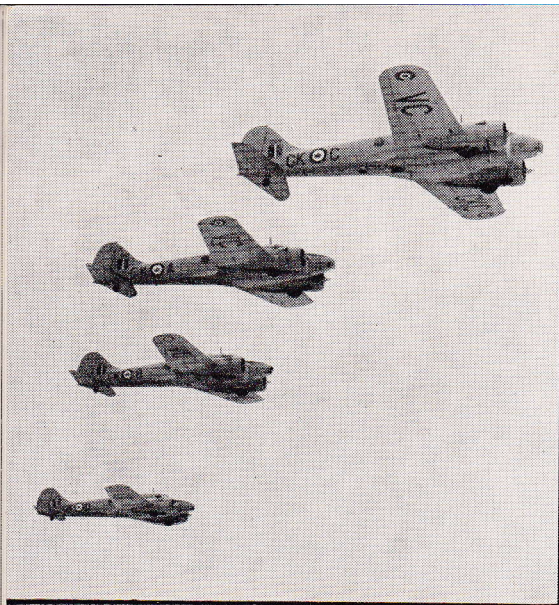
In January, management of the axial turbojet engine overhaul plant at Downsview Airport, passed from Canadian General Electric to de Havilland Canada. *

On February 18, Avro Canada's Gas Turbine Division officially delivered the 1,000th Orenda (below) to the RCAF less than 17 months after the company's engine plant was opened.



December, 1954





At the beginning of March, the last four Ansons (above) in service with the RCAF were retired. At the last moment, the Air Force decided to keep one machine in storage, for sentimental reasons.

During January, TCA inaugurated North Star service to Mexico City, an extension of its service to Tampa, Florida.

The formation of Collins Radio Company of Canada Limited was announced early in the new year. Main sales office is in Ottawa.

At the beginning of the year, it was reported that Ottawa had given the green light to the design and construction of the prototype Avro Canada CF-105.

During February, it was announced that a number of Lockheed P2V-7 Neptunes had been ordered for service with RCAF Maritime squadrons on the east and west coasts. Delivery was scheduled for the end of the year.

January was the month when Saskatchewan Government Airways put its first DC-3 into operation on a thrice-weekly basis between Lac la Ronge and Stony Rapids.

February 28 was a big day for TCA: the first of its new fleet of eight Lockheed Super Constellations (below) arrived at Montreal Airport from Burbank, California.

During February, de Havilland Canada complete moving into its new \$8,000,000 plant, located on the opposite side of Downsview Airport from its old quarters.

On February 23 the award of a \$185,000,000 contract to Canadair for design and production of 50 maritime versions of the Bristol Britannia, was announced.

During April, Maritime Central Airways inaugurated Class 1 scheduled service between Moncton, N.B., and Goose Bay, Labrador.

March 9 saw the official opening of the new \$500,000 test house at the Montreal North overhaul plant of Bristol Aero Engines Ltd. The stand can take engines of up to 5,000 hp.

Early in the year, TCA officially placed its new Bristol Freighters into service on cargo flights between Winnipeg, Toronto, Montreal, and New York.

During April, A/C Martin Costello became AOC of Maritime Air Command, succeeding A/C A. D. Ross, who had held the job since July, 1951.



At the 25th anniversary meeting of the Royal Canadian Flying Clubs Association, January 25 and 26, Ross Screaton (above) was elected president for 1954-55.

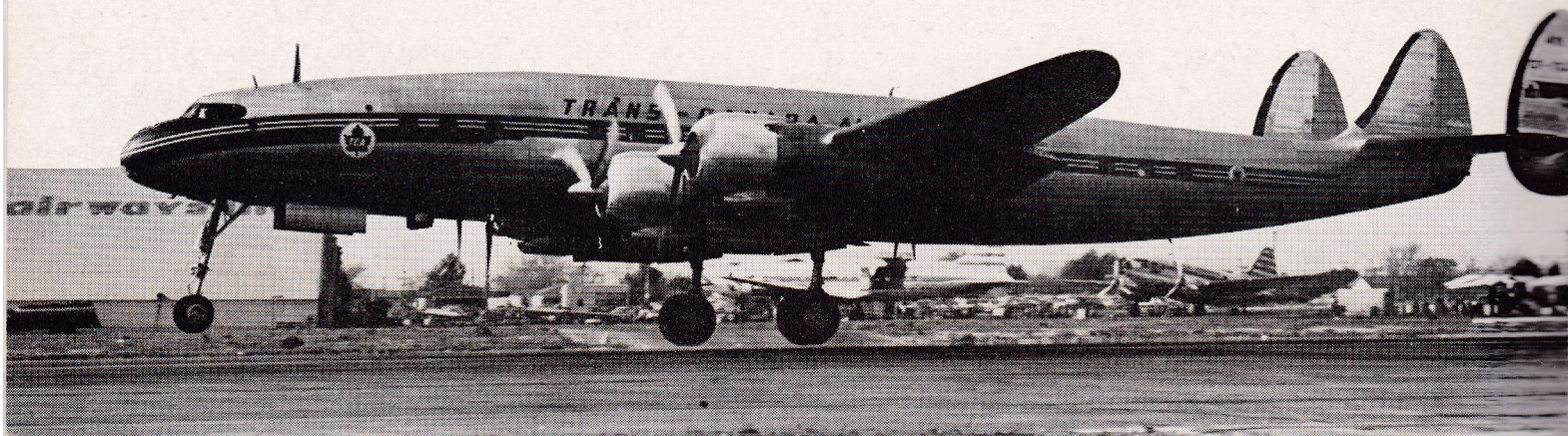
At mid-March, the RCN accepted delivery from RCA Victor of the first installation of the most powerful shipborne-type radar ever built in Canada.

In the Spring, it was revealed that the Department of Transport had ordered a Vickers Viscount, to be used to gain operating experience with turboprop-powered aircraft.



On April 20, Canadair delivered its 1,000th Sabre (above) to the RCAF since going into F-86 production following receipt of an order for 100 aircraft in August, 1949.

Early in the year, Air Vice Marshal John Plant succeeded Air Vice Marshal D. M. Smith as Air Member for Technical Services, AFHQ. A/V/M went to London, England, as chairman of the Canadian Joint Staff there.



In the Spring, Prof. T. R. Loudon (right) retired as head of the aeronautical engineering department of the University of Toronto, where he has been responsible for teaching most of Canada's aeronautical engineers during the last two decades.

At the annual general meeting of the Soaring Association of Canada, March 13, John D. Agnew was elected president for 1954-55.

During the Spring, the advance party of service personnel went into the RCAF's big new firing range in Northern Alberta to begin opening-up operations at the range's central base at Cold Lake.



The modern, new electronics plant of Canadian Aviation Electronics was officially opened on June 16 by the Rt. Hon. C. D. Howe.

On June 9, the giant new No. 1 Supply Depot, at RCAF Station Downsview, was officially opened by former Defence Minister Brooke Claxton.

Midway through the year, Redifon Canada Limited was formed to provide sales and service in Canada of Redifon flight simulators.

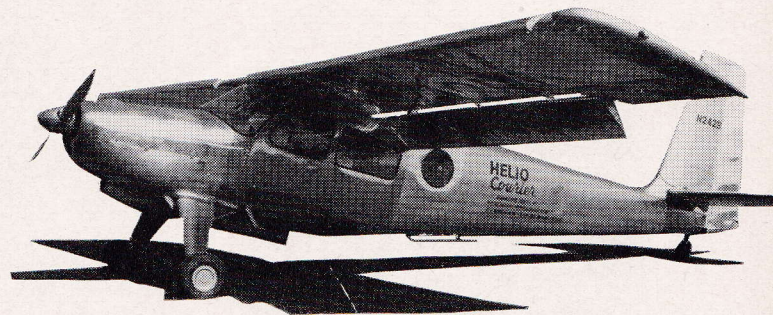
At mid-year, John R. Baldwin was named senior Deputy Minister of Transport, vacating the ATB chairmanship, a post he filled at the same time as he acted as Deputy Minister of Transport for Air Services.

At Summer's beginning, H. Charles Luttmann was named the first permanent secretary of the newly-formed Canadian Aeronautical Institute. *

As Summer waned, it was announced that Canada's C. D. Howe had been chosen 1954 winner of the Daniel Guggenheim Medal, given annually for the year's outstanding contribution to aviation progress.



During the Spring, Fleet Manufacturing announced the formation of a new company, Doman-Fleet, which would build, in Canada, the Doman LZ-5 helicopter (left). About the same time, Fleet also revealed that it had been licensed to manufacture and market the Helio Courier (below).



On April 4, brief ceremonies in Ottawa marked the fifth anniversary of the signing of the North Atlantic Treaty, a particularly significant occasion for Canada, which is one of the few member nations of NATO which has met, or surpassed its original commitments.

Canada's worst air tragedy also occurred during April, when a TCA North Star and an RCAF Harvard collided over Moose Jaw, causing the death of 37 persons. One result of the accident has been a stiffening of flying regulations.

In April, the RCAF placed an order with Canadian Car & Foundry for about 25 Beech T-34A trainers (right), which are now being tested to see how they fit into the RCAF's training pattern.

In May, R. D. Hiscocks of de Havilland was announced as the first winner of the new McCurdy Award, to be given annually in recognition of technical achievement in the aviation field.

At mid-year, then-Defence Minister Brooke Claxton, announced plans to supply surplus J-47 powered Sabres to NATO countries, with the first 164 machines going to Turkey and Greece.

Early in the second half of the year, Air Commodore H. M. Carscallen became Air Officer Commanding Air Transport Command, with headquarters at Lachine.

Early, in the month of May, TCA inaugurated Super Constellation service on its trans-Atlantic route to the U.K. and Europe.

