

At top left, Frank I. Young, McKee Trophy winner for 1953, is shown with the trophy and Air Marshal Roy Slemon, Chief of the Air Staff, who made the presentation on behalf of the Minister of National Defence. Centre photo shows the Minister of Transport, Hon George

Marler, who made his appearance at the convention fresh from triumph at the polls. At right is John Baldwin, Deputy Minister of Transport. At bottom is a section of the crowd at buffet supper, which was held on the first evening of the convention. They are watching the entertainers.

AITA MEETING 1954

An Annual Affair

THERE WAS A TIME, not so very long ago, when the annual general meeting of the Air Industries & Transport Association was a conclave of a hundred or so old-timers who looked forward to the gathering as much for the opportunity it gave to reminisce, as for the chance it offered to sound off against government injustice.

Most of the old-timers are still active in the Association, but each year they are less and less in evidence, not because their numbers are dimin-

ishing so rapidly, but because they become lost in the annually swelling sea of new faces.

Now, one spots an old acquaintance amid the restless eddy and swirl of this yearly convention, and almost before the ancient rites of effusive greeting are completed, each is swept away in the rip tides of endless general, committee, and sub-committee meetings; banquets and dinners and luncheons; monstrous cocktail parties and "short one's" in rooms. Inevitably, the first letters written or received im-

mediately after to modern AITA convention begin, "I am sorry we were unable to get together for more than a brief 'hello' . . ."

If sheer size is a measure of success, then the 1954 annual meeting of the Air Industries & Transport Association of Canada was the most successful ever. There were, it was reported during the three-day session, over 700 registrations. Wives alone numbered a formidable 170, which, according to the *Ladies' Home Journal's* unique method of calculating womanpower,



is roughly equivalent to an army division.

This year's convention, held November 8, 9, and 10 in and around Quebec City's Chateau Frontenac, saw T. P. (Tommy) Fox re-elected as president of the Association for the remaining year of his current term on the directorate. New members elected to the board this year are F. T. Wood of TCA, J. W. R. Drummond of Canadian Pratt & Whitney Aircraft; F. L. Trethewey of Avro Canada's Gas Turbine Division, and E. H. Moncrieff of Standard Aero Engine Limited. These new officers replaced retiring directors M. E. Ashton of Central Northern Airways, A. Bandi of Aviation Electric; J. A. Morley of Avro Canada's Aircraft Division, and A. G. Sims of Canadair Limited. The 1954-55 directorate is pictured elsewhere on these pages.

dark clouds

WHILE THOSE delegates associated with the industrial side of aviation in Canada were regarding the future with a measure of optimism, the operator members were having to scratch hard to uncover a cheerful prospect. The tone of the meeting insofar as the operators were concerned, was reflected in frequently-heard pessimistic phrases like "cloud on the horizon", "shadow in the picture", "deficit year", and so on.

For the industrial members, current problems seem to comprise technicalities, rather than lack of business in hand or impending. As it was pointed out by President T. P. Fox in his annual report, the manufacturers have been given Government assurance of enough work to keep plants operating at a reasonable level for the next eight years at least.

Pressing Problems: But the operators' problems were much more pressing. President Fox pointed out that there had been no price increases for commercial air services since 1949 (there had, in fact, been some reductions). In view of the continually rising costs record in almost every other field, commercial aviation had cause for pride, he thought.

"However, the industry cannot live on pride. We may have to look to our pricing again if the trend to higher prices continues in Canada."

A similar note was sounded by De-



AITA Rapid Transit

An unusual feature of the recent AITA convention in Quebec City was the operation during the three days of the meeting of a helicopter air service connecting Ancienne Lorette Airport with downtown Quebec.

The ten-mile distance was covered in about ten minutes by the helicopters (compared to an hour by road), which had as their city landing place a specially designated heliport, located approximately one block from the Chateau Frontenac (in background of photo, which shows a Piasecki H-21A about to land on the heliport). The 100-ft. diameter heliport was located on the

slope rising alongside Quebec's historic Citadel.

The helicopter shuttle service was organized by the AITA as a convenience for the many delegates to the convention who arrived by air. The aircraft used were an RCAF Piasecki H-12A flown by S/L R. T. Heaslip and S/L T. A. Causey; an RCN Sikorsky HO4S piloted by Lt. Comm. G. H. Marlow and Lt. Comm. E. A. Fallen; a Bell 47G provided by Bell Aircraft Corp. and flown by Bill Denke.

The heliport was managed by H. T. Patterson of Spartan Air Services, while all radio equipment was supplied and installed by Canadian Marconi Co.

puty Minister of Transport J. R. Baldwin who said: "Costs have been, for two years, climbing faster than revenues. Revenues in aviation will continue to increase, although they cannot be expected to accelerate their rate of growth each year as they have since the war. Profit margins have virtually disappeared or been newly reduced. There are this year some signs of a weakening in the rate of climb in costs, but this weakening in the early months of 1954 was less than the weakening in revenue increase, so that the trend was still unfavorable to profits. If this trend continues, commercial aviation, in spite of continuing increases in business, may find itself in an overall deficit position by next year.

"If you are to halt or to reverse this dangerous course, you must drive home in any quarters which are re-

sponsible for these heavy increases the lesson that commercial aviation is a particularly vulnerable field, since after several postwar deficit years it had only a short period of economic strength before this disturbing situation appeared. . . ."

Down and Up: "The non-scheduled carriers in Canada have experienced a serious overall decline in business, although the traffic of the scheduled carriers continues to increase. My own guess (and that is all I would call it) is that the growth in business of the scheduled carriers will be as great as last year; that public demand for their services, public acceptance of air travel and the addition of new tourist type services and new aircraft by our largest carrier, will bring a continuing rate of growth for the next couple of years which will remain considerably faster than the normal rate of growth of



the economy as a whole; but that the acceleration in this rate of growth over the next two or three years will be somewhat less than it has been over the last five years.

"In the non-scheduled field, the long-term outlook is good, but the present season has been seriously down compared to the last couple of years. Work in the north is the core of our non-scheduled flying, but the volume of this business is down materially and the economic position of some carriers will not be easy if this trend continues through next year. There has been heavy dependence on certain large construction or development projects and most of these have come to an end. This accounts for the overall drop. Normal continuing business in the north should stay at a fairly good level of operation and grow gradually. . .

"The non-scheduled operators must now accept a reduced level of operations or else sell their services in connection with some of the new large development projects. Government agencies, the DoT and the ATB, may be of assistance, but basically the selling job has to be done by the industry itself."

vox pop

AS IN PAST years, most of the decisions and proposals that come out of the annual convention, emanate not from the floor during the general meetings, but from the myriad committees that do the initial groundwork for all major AITA projects. The highlights and proposals of some of these committee meetings is summarized herewith.

Search & Rescue: "Sarah" (Search And Rescue And Homing) was the star of the proceedings of this committee. During the convention, the RCAF demonstrated the device, at the same time announcing that all its search aircraft would be equipped with the necessary receiving equipment within a year. An automobile carrying a Sarah homing beacon and under the direction of a disinterested party, left Quebec City with instructions to proceed anywhere within 50 miles radius of the city (except into the hills to the north, where the weather was below limits). Though this meant that the search aircraft had an area of approximately 750 sq. miles to cover, the automobile was located just 17 minutes after take-off. By an acknowledged fluke, the search aircraft actually picked up the homing beacon's signal immediately after take-off . . . in theory it could have taken as long as 1:20 to locate the beacon.

Aviation Training: This committee proposed that a student pilot be allowed to start writing his examinations at any time after obtaining a student license. He must now wait until he has logged 20 hours. It was also suggested that the private medical standards be reviewed, especially with respect to such phases as color vision.

No mention was made in the committee's report of the long-standing differences between RCFA clubs and commercial flying schools. This was a direct result of Deputy Transport Minister John Baldwin's blunt statement (see Operators' Notes) that the ATB didn't think there was any discrimination in favor of the flying

AITA Directorate, 1954-55: Front, L to R, Al Michaud; B. W. Pitfield, vice pres.; Tommy Fox, pres.; R. W. Ryan, vice pres.; F. T. Wood. Back, L to R, Doug Kendall; Paul Davoud; C. H. (Punch) Dickins; Ernie Moncrieff; John Drummond; Doug Newey; Frank Trethewey.

clubs, and consequently no changes could be expected.

Sales & Service: It was suggested that the DoT's radio division investigate the feasibility of licensing radio repair shops.

Helicopter: Proposed that ATB restrain operators from entering into contracts to carry out flying for less than their filed tariff, though it was requested that the operators be allowed to charge more than their filed tariffs in special cases. It was also suggested that RCAF Search & Rescue try to make use of available commercial helicopters wherever possible.

Standard Tariff: The committee reported that it had made little progress in dealing with the ATB's proposed uniform standard tariff, owing to the amount of technical discussion required in sorting out the details. It was therefore proposed that the Transport Council form a subcommittee of seven members who would meet four full days before the next semi-annual meeting.

External Loads: Recommended that the AITA accept the DoT's proposed information circular setting down restrictions on the carriage of external loads on seaplanes. However, it was suggested that when no passengers are being carried, the pilot be per-

To the right are photographs of a number of the exhibits which were displayed at the AITA annual meeting. Not shown are the booths of Canadian Aviation Electronics and The Babb Co. (Canada), suitable photographs of which were not available for reproduction. Also on exhibit was a display promoting the Canadian International Trade Fair.

mitted to exercise his own discretion in exceeding the external load limits (provided the aircraft's maximum gross take-off weight is not exceeded).

Industrial Council: Reported that no definite results had yet come out of discussions concerning possible participation of the AITA in the Canadian International Trade Fair and the National Air Show.

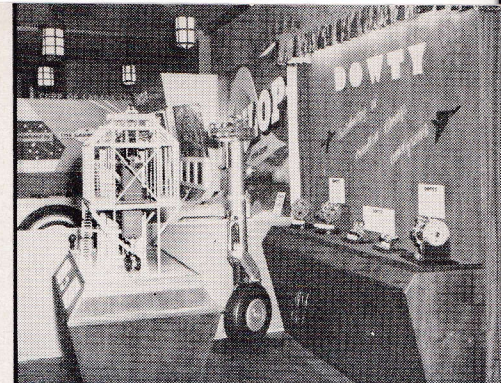
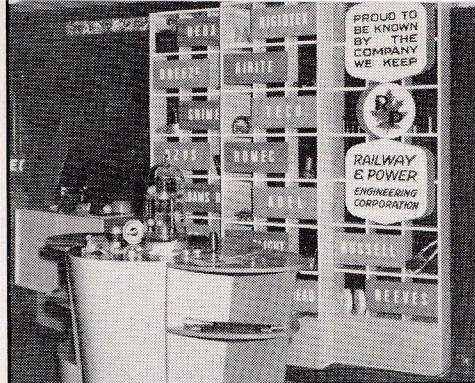
With regard to RCAF activities in the overhaul field, the Council had been assured that the Air Force had no extensive plans in this respect, and practically all overhaul work done by the service would be in connection with Training Command activities.

The Association was asked to request that all equipment to be declared surplus by the government be first offered to the original manufacturer, before being placed on the open market.

Customs Tariff: W. J. Callaghan, recently retired Commissioner of Tariff, has been retained by this committee to prepare a brief for submission to the Government, setting forth Industry-requested tariff changes, and the reasons for these proposed changes. In addition, there are a number of tariff items affecting the aviation industry which the government has been extending on an annual basis; it is the intention of the Customs Tariff committee to ask that these be set down on a more or less permanent basis.

Finance: It was acknowledged that the chances for removal of the 10% sales tax now appear remote. However, it was thought that aviation was a unique case in this respect and that the operators definitely had a case. Accordingly, it was proposed that representations to have aircraft and parts made exempt of the sales tax, be made once more at an opportune time.

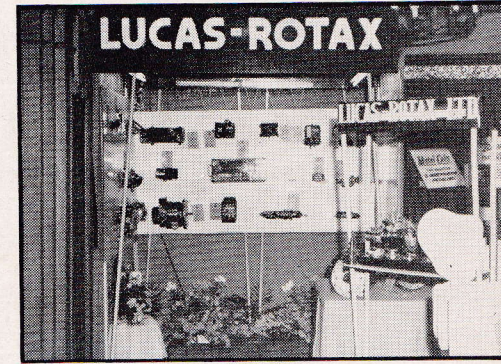
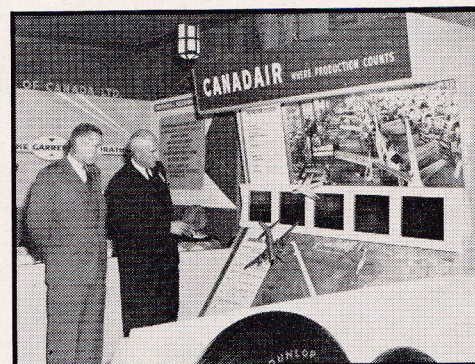
A further increase in depreciation rates was also requested. The committee said that though there had been some increase, it had not been sufficient to help much.



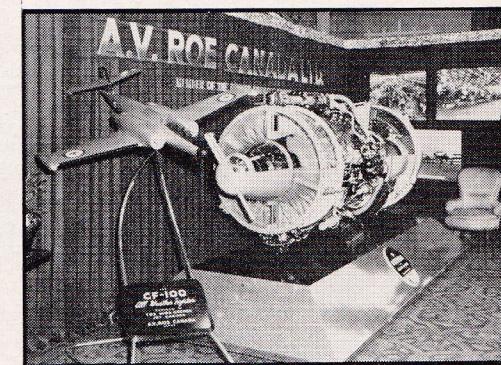
Above left, the Railway & Power Engineering booth; right, Dowty of Canada.



At left, Aviation Electric on display; right, Abercorn Aero's stand.



Left, Canadair displays its wares; right, Lucas-Rotax's attractive booth.



L, Bristol of Canada; R, Avro Canada; below, L, Jarry; R, Collins of Canada. *

