

TCA Makes Appointments

A number of appointments and reassignments affecting senior traffic personnel have been announced by Trans-Canada Air Lines. They included:

E. J. May, formerly district traffic and sales manager at Chicago, has been appointed to the same capacity in London, England.

G. N. Leather, district traffic and sales manager, Seattle, has been reassigned as district traffic and sales manager at Chicago.

R. E. Deyman, formerly director of passenger sales at the company headquarters, has been appointed district traffic and sales manager, Seattle, Washington.

Appointments in Canada, included the transfer of district traffic and sales managers W. M. Garven, from London, Ont., to Edmonton, J. S. Grahame from Edmonton to Ottawa, and L. D. Palmer from Ottawa to headquarters in Montreal.

A. J. Gauthier, city traffic manager at Quebec has been appointed manager for France, succeeding G. R. Perodeau, now district traffic and sales manager, Montreal.

G. R. Wilson, formerly district traffic and sales manager, Montreal, has been appointed director of passenger sales at headquarters.

Traffic representatives H. O. Dansereau, and J. E. Struthers, have been appointed district traffic managers at Quebec and London, respectively.

The appointment of D. E. McLeod to the position of assistant director of public relations for Trans-Canada Air Lines was announced today by R. C. MacInnes, director of public relations.

Mr. McLeod, a graduate of the University of Alberta, joined TCA in 1943 at Winnipeg, where he served in the office of the vice-president, operations. In 1949 he moved to Montreal as general supervisor of public relations for the airline.



MR. TENNANT

A graduate of McGill University, and well known in aviation engineering circles, D. C. Tennant has been appointed to the position of director of operations planning, it was announced recently by Trans-Canada Air Lines.

D-H Figures Business Trend is to the West



FIRST SHIPMENT of Canada's own powerful jet engine, the Avro Canada Orenda, for installation in the F-86 Sabre fighter at Canadaair, Montreal, is shown here leaving the Avro Canada plant at Malton, Ontario. With the Orenda, the Sabre will still further increase its speed and general effectiveness. The initial shipment, two months ahead of schedule, marked delivery start on a \$66 million order announced in September by Defense Production Minister Howe. The Avro Orendas are shipped in a unique Rheem pressurized and moisture-proof steel container. Chief purpose of the container is to protect the engine under all climatic conditions. In an emergency, the tank can be dropped from a ship at sea and floated to shore or when split in half, used as a bomb shelter.

With the foresight that has characterized its operations in Canada over the last quarter century, de Havilland Aircraft of Canada Ltd. has purchased a piece of the Vancouver municipal airport for development designed to satisfy the requirements of an anticipated increase in Western Canadian business.

When the word first got around Vancouver that de Havilland was interested in a parcel of West Coast real estate, the rumor soon snowballed until nothing less than a full scale factory was in prospect.

Nothing is farther from the D-H management mind at the moment. They reason that the trend of business to expand in the west—it is most pronounced in the U. S.—could lead to a healthy growth of aviation in that part of the country as well.

If that happens, de Havilland will be in a position to expand right along with it. Already a Western parts and service office has been opened in Edmonton, Alta. Even a further modest increase in Western business activity will probably encourage the company to establish another parts and service centre in Vancouver. And if really solid expansion takes place, de Havilland having bought the land will at that uncertain future time be able to set up an overhaul plant as well.

Canadian AOPA Group Formed

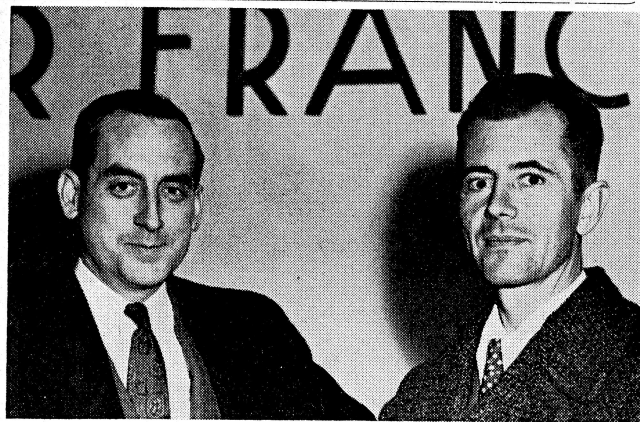
At a meeting held at Kingston, Ont., February 13th, it was decided that executive members of the Aircraft Owners and Pilots Association of Canada would go to Washington, D.C., at the end of the month for the express purpose of studying the methods used by the American AOPA in fulfilling the function for which it was formed.

Since the Canadian association recently became an affiliate of the American body, which generously offered the use of all its facilities to enable the Canadian group to get properly started, this trip will give the delegation a chance to set up a Canadian fund for administrative expenses and to arrange for the issuing of Canadian membership forms to all licensed pilots and aircraft owners in Canada.

The Kingston gathering was the first meeting of the association following its organization at Ottawa, January 30th, at which time John Bogie, Ottawa, was elected chairman, E. G. Warren, Ottawa, vice-chairman, and Margaret Carson, Ottawa, secretary-treasurer.

Members present at the Ottawa meeting included:

Carl Millard, Toronto; Paul E. Cote, Montreal, Que.; Rus-



Jean Ponsot (right) has been appointed Manager in Canada for AIR FRANCE, the French National Air Line. Mr. Ponsot replaces Mr. Jacques Mourlés who after a stay of three years in Canada is returning to Paris to assume duties as Sales Manager for North and South America and the Near East.

The new manager, recently arrived from Martinique, was born on June 29, 1915, in Auxerre, France. Mr. Ponsot, who studied at the Lycée du Parc in Lyon, and in Paris at the Hautes Etudes Commerciales and the Faculté de Droit where he took his degree in Law, joined AIR FRANCE in 1938. Among former posts held he was Station Manager in New York, Assistant General Manager for the North American Division, and lately Manager for the French West Indies and Guiana region.

sell Bradley, Carp, Ont.; D. Wagner, Kingston; Edmund Hall, Ottawa; Dr. H. R. T. Mount, Ottawa; D. Pickering, Ottawa; James H. F. Kenny, Ottawa; Jack Scholefield, Montreal, Que.; A. C. Morrison, A.I.T.A., Ottawa; G. C. Hurren, RCFCA, Ottawa. (See "AOPA" — page 139)