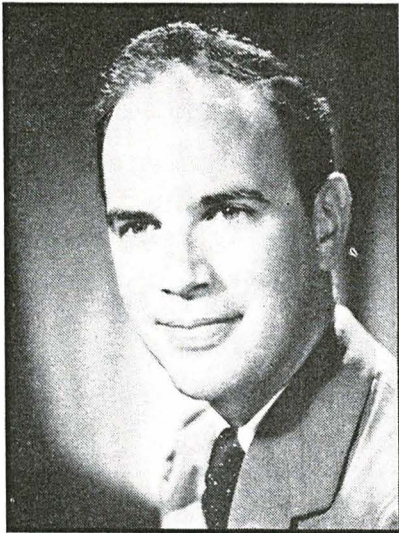




Names In The News



R. DIXON SPEAS.

R. Dixon Speas has been appointed United States representative of Avro Canada. Mr. Speas, who was special assistant to the president of American Airlines until his present appointment, will have offices located at La Guardia Field, New York.

He graduated from the Massachusetts Institute of Technology in 1940 with the degree of Bachelor of Science and since that time has been employed by American. He started in AA's engineering department and during 1946-47 was in charge of engineering and maintenance of the Contract Air Cargo Division at St. Joseph, Missouri. He also attended the Boeing School of Aeronautics and in 1937 was the recipient of first award in the annual Boeing Thesis competition. While at Boeing he obtained his Commercial Pilot certificate and worked in the sales department of TWA.

He received the 1942 award of the Air Transport Association of America for the "best air lines dispatching and meteorology research of the year", and in 1944 was cited by a national U.S. magazine as one of the ten outstanding young men in the aviation industry. He has been active for a number of years in the Institute of the Aeronautical Sciences and the SAE. He is also the author of the books, "Airplane Performance and Operations", "Pilot's Technical Manual", and "Airline Operations".

During the war Mr. Speas was active in planning and technical aspects of the transoceanic services which were operated by American Airlines for the U.S. Air Transport Command. He was assigned to a special mission on the staff of the Commanding General of the USAAF, Proving Ground Command, Eglin Field, Florida.

A. T. Turnbull has been named representative for the Pyrene Manufacturing Co. of Canada Ltd., at Winnipeg, covering Manitoba, Western Ontario, and Southeastern Saskatchewan. Mr. Turnbull is a native of Winnipeg and is well known throughout the western provinces. He succeeds W. J. Norman, who is retiring after 25 years of service with Pyrene.

Oliver G. Kelly has been named district airways engineer for the Edmonton District, according to a recent announcement by Dr. T. G. Howe, District Controller of Air Services at Edmonton. Mr. Kelly is in charge of all engineering and construction projects at DoT airports in Alberta, the North West Territories, and the Yukon. He has been with the DoT since 1944.

Gene Gauzer of Fort Erie has been named the new Instructor-Manager of the Brant-Norfolk Flying Club following the recent resignation of **Bill Sumner**, who has gone into private business.

E. J. May, formerly TCA Traffic Representative, Vancouver, has been appointed City Sales Manager, Toronto, succeeding Frank Holland, who has been transferred to Vancouver.



E. J. MAY.

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ceived its first two Mark III Wellingtons. At the beginning of 1943 the Squadron took part in its first operational raid. Five aircraft successfully bombed their target and though they encountered two night fighters, these were driven off, one being damaged in the ensuing engagement. Due to bad weather the squadron did not fly again for a week, when they had an introduction to a new type of work—mine-laying or "gardening" as it was known.

By this time the Tigers had become part of the RCAF's No. 6 Bomber Group, which had formed on January 1, 1943. At almost the halfway mark in the year, the Squadron was moved to North Africa, where it became part of an all-Canadian Wing. During the approximately six months which was spent in North Africa many raids were carried out on objectives in that area and in Italy, where the targets included Viterbo, Foggia, Bagnoli, Tarante, and Salerno. Leaflets were dropped on Rome and Naples and the beaches at Messina were blasted mercilessly.

Conversion: A short time after the surrender of Italy, the Squadron returned to England and converted to Halifax bombers in preparation for raids against the occupied countries and Germany. The first raid, using the new aircraft, was against Berlin and during the next few months the Squadron laid mines at Brest, Le Havre, St. Nazaire, Lorient, and Hamburg, and bombed cities like Essen, Nuremberg, Leipzig, and Augsburg.

In January, 1945, after a year of flying Halifax aircraft, the unit again converted; this time to Lancasters, which they used until April 25, when they carried out their last bombing operation. During the remainder of the period that followed before the Squadron was disbanded, the aircraft were put to work ferrying liberated prisoners of war from Brussels to England as well as flying to Italy to bring back soldiers for leave in the U.K. The Tigers were also employed in disposing of bombs by flying them out to sea to be dropped.

Harvard Fighters: The Squadron officially ceased to exist on October 15, 1945, but has since been reformed as 424 Squadron in the RCAF Auxiliary force. It is now classed as a fighter unit and though it is equipped with Harvards only, it is slated to receive jet fighters as soon as these become available.