

AVRO YORK freighter towers above T. P. Fox (third from left), president of Associated Airways.

Dew-lift expansion:

Associated buys Yorks

EDMONTON — The first of the three 10-ton payload Yorks bought by Associated Airways for use on the DEW (Distant Early Warning) airlift has arrived in Edmonton and with it came the vision of a new era for northland flying.

► **York Future.** T. P. "Tommy" Fox, Associated president, sees the Yorks and other large planes being bought across Canada for the airlift playing a big part in future northern development. He pointed out Canada had only about four heavy "for hire" planes—larger than Dakotas—before the airlift while it will have from 30 to 40 by the time the DEW airlift is completed in two years' time.

Some of the big planes will dribble out of the country, Mr. Fox commented, but others will stay to hunt for markets. They will be able to offer cheaper freighting rates be-

sides being able to carry heavier items in one piece.

Associated already has had inquiries about its Yorks from mining companies.

The Edmonton company, prime contractor for this region for the airlift, is an example of the boost being given to civil aviation in Canada by construction of the far north radar chain. When at full strength for the job, Associated will have about doubled its present staff to a total of 120 persons. It includes not only pilots and maintenance men for the Yorks but base employees as well.

The company is setting up a complete flying base at Hay River, on Great Slave Lake, NWT, the southern terminal of the operation. It expects to have about 35 employees

working at the base and has bought a hostel to accommodate them.

► **DEW-Lift Work.** Associated's Bristol Freighter already is on the job. Landing strips are being built and radio beacons installed for day and night flying.

Working under Associated as sub-contractors will be Pacific Western and Queen Charlotte Island airlines. Both lines have each bought a pair of C-47 Commandos for the job.

Besides boosting the big companies the airlift is expected to provide work for bush planes to fly personnel and other small jobs. The increased activity also will mean additional work for the aviation servicing companies at Edmonton's airport.

The first of the four-motored freighters, cargo-carrying adaptations of the famed Lancaster bomber, joined the airlift, already under way, early in March. Only its radio has been changed to operation by the pilot and co-pilot.

Fuel requirements for the round trip to the far north will reduce the payload of the Yorks to about nine tons. The Yorks, with a wing span of 105 feet, are powered by four 1,350 horsepower Rolls Royce Merlin engines to give them a cruising speed of 210 mph and 2,500-mile range.

► **Helicopters** — Associated Helicopters of Edmonton, looking forward to a good season this year, recently bought a sixth helicopter and is planning on purchasing a seventh.

The company, a subsidiary of Associated Airways, feels there are good prospects for employment of its helicopters this summer. The newly acquired Bell 47D1 'copter was bought from a ranch near Fort Worth, Texas, and flown to Edmonton by Associated pilot Roy Staniland in 32 hours spread over six days. It was a 1,900-mile trip.

The cowpunching whirlybird has a special door cut in the side for shooting coyotes. It will go to work for the oil industry.

All six of Associated's machines are Bell's. The company is studying the Bristol Sycamore (S-51), a 250-horsepower machine with a useful load of 1,100 pounds for its seventh machine. However, company officials say they likely will buy a Bell to keep the fleet standard.

When up to strength for the summer, the company will employ eight 'copter pilots, using one for reserve and to spell off men working in the North.

per cent after devaluation, since American goods were more expensive in Europe, but has now recovered and cargo figures eastbound for the second quarter of 1950 are ten per cent above those for the Spring of 1949, he said.

"The prosperity of the air-transport industry is dependent on a healthily expanding world economy," Sir William said. "We cannot grumble, therefore, if at some stage in that process of expansion we have to taste more than our fair share of the medicine. The price we have had to pay for the benefits which devaluation will confer in the long run has been a slight set-back

in our uninterrupted expansion of traffic and in the improvement of our financial position."

"It is a well-known economic fact that certain industries and among them all forms of transport, confer benefits on people and communities from whom they cannot collect any payment for them", Sir William. "The economic revolution caused by the aeroplane is still in its beginnings.

"Time was then the world was full of inaccessible areas, where districts full of promise of wealth would not be developed because transport was slow or impossible, where unbreachable

rivers and impassable jungles prevented man from extracting the mineral wealth of the land. Now after only 30 years of air transport we have opened up some of those areas to the everlasting benefit of mankind.

Sir William reported that government co-operation in putting into effect the recommendations of ICAO had succeeded in clearing away much of the cumbersome red tape at frontiers along many important international air routes. He added, however, that much remains to be done in other regions and in such matters as the standardization of visas, improvement of terminal facilities at airports, and the setting up of customs-free airports.

The IATA head asserted, however, that he was "disappointed" by the co-operation of some airlines in the campaign against red tape. "Many carriers are, for various reasons, a long way behind governments in their readiness to adopt the documents prescribed by ICAO and the various reasons given for this do not sound convincing to me," he said.

"Governments will not forget," he warned. "The next time border controls tighten up with threat of war, it will take all the longer to get back to real facilitation."

Briefly

- The Avro York has been withdrawn from service by BOAC, having been replaced by Lockheed Constellations. The Yorks have been in use for six years, in which time they have flown over 13,000,000 miles and a total of some 172,000 hours, on the routes of BOAC and BSAA (now merged with BOAC).

- The application of Rimouski Airlines to operate a Class 2 non-sked service from Rimouski, serving Mont Joli, Ste. Anne des Monts, Gaspé, and Port Menier, Anticosti Island, P.Q., has been approved by the ATB.

- An air service may be established between Calgary and Spokane, Washington, according to the Aviation Committee of the Calgary Chamber of Commerce. The air line presumably concerned would be Northwest Airlines, or United Air Lines, both of which already have bases in Spokane.

- A direct weekly air service between Vancouver and Honolulu is to be inaugurated in January by Canadian Pacific Airlines. The through service to Fiji and Australia, via Honolulu, will remain on a weekly basis.



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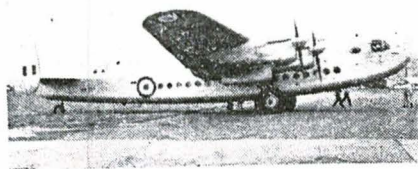
or that these airplanes carried a large number of ground crew and a fair stock of spare parts with which to repair anything but major damage to any of the historic machines. Three of these escorting machines were DH Mosquitoes, and the other three were lumbering Avro Yorks, which carried the maintenance crews and equipment.

One of the Mosquitoes was delegated to be a "wind finding" machine. That is, it flew ahead of the Vampires by several hours to ascertain and radio back wind and other weather data so that should conditions have become unfavorable, the jet fighters could have remained at their base. A second Mosquito acted as navigator for the Vampires, which are not equipped for such work. The Mosquito, a Transport Command craft, is fitted with radio and radar aids, including Loran combined radio receiver and indicator unit, an astro compass, an American Detrola radio range set, two VHF sets that provide eight channels on British and American frequencies. This Mosquito led the way for the jet planes and a third Mosquito brought up the rear. The latter machine was equipped similarly to the lead Mosquito and was accorded the responsibility of maintaining communications and of covering any Vampires forced down.

The Yorks accompanying the flight were standard RAF machines and made no attempt to keep up by flying while the faster machines were grounded.

The jets left their base at Odiham, Hampshire, England, on July 1, making their first stop at Stornoway in the Hebrides where they were grounded until July 12, when they were able to continue to Keflavik, Iceland, for the second stop of their journey. The next hop was to Greenland, and it was at this time that they ran into the worst weather. There were heavy clouds right up to 40,000 feet but the flight made its destination and landed, even though under adverse conditions. From Greenland they went to Goose Bay, Labrador, thence to Mont Joli, Quebec, for a quick refuelling job, and on to Montreal. Their next jump was to Trenton where they were officially welcomed by top RCAF officials and the British High Commissioner to Canada, Sir Alexander Clutterbuck.

It was at Trenton that they put on



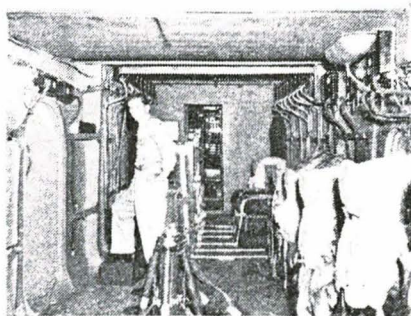
(Aircraft and Airport Photo.)

Not much like a Vampire, but the speedy jets might have found the Atlantic too much for them if this Avro York hadn't been along with personnel and supplies.

their first display, which was witnessed by a comparatively small crowd of some 3,500. Later a reception was held for the visiting officers and they were at this time introduced to representatives of the press and aviation writers. From Trenton they went to Toronto where the second display was put on over the waterfront before the CNE grandstand and was witnessed by an estimated 20,000 people. The itinerary of the flight took it back to Trenton and Montreal, where another display was held before heading south for engagements at Washington and several other American centres, including the newly opened Idlewild International Airport at New York.

The Pilots

The men who made this historic trip are many, but the principals are naturally those who flew the Vampires, the members of No. 54 Squadron. Commander of the unit is S/L Robert Oxspring, DFC and two bars, and strangely enough, No. 54 was also his father's squadron. S/L Oxspring has had a colorful career in the Air Force. He was already a pilot with No. 66 Spitfire squadron when World War II broke out and he took



(Aircraft and Airport Photo.)

This shot of the interior of one of the Avro Yorks which made the trip with the jets gives some idea of the spaciousness of the big plane's forward interior.

an active part in the Battle of Britain. During the fighting he once fell 17,000 feet and thus gained some unsolicited fame. His Spitfire had been shot down from 27,000 feet but he was unable to get free of it until it had fallen 10,000 feet. His parachute did open but failed to operate properly and he fell so fast that he passed two other bailed-out pilots on the way down. "Fortunately", says an Air Force description of the incident, in which must be the grandfather of all understatement, "a tree broke his fall and he survived to carry on the fight." He also served in North Africa and Sicily before the end of hostilities. He has six enemy airplanes to his credit.

S/L Noel Courtney, DFC and bar, served throughout World War II and spent most of this time in the Far Eastern theatre of war. He has been in the RAF since 1938 when he entered with a short service commission, and consequently he was a fully trained fighter pilot before hostilities began. He first flew Hurricanes and was shot down over Dunkirk during the Allied retreat in 1940 but managed to get back safely to his squadron. After this he did some instructional work then was posted first to India and then to Burma, where he once again flew Hurricanes, this time as commanding officer of No. 261 squadron. He later commanded another squadron, No. 113, flying Hurribombers in India and Burma until 1946. After this he was posted as Wing Commander in Charge of Flying to No. 906 Wing. He returned to England in 1946 and has been at Odiham since April of that year.

Another member of this colorful group is F/L Eric Wright, DFC, DFM, adjutant of the squadron and one of the formation aerobatic team. He joined the RAFVR in 1939 and flew Hurricanes with No. 605 squadron, which he later commanded. He took part in the Battle of Britain then was moved to the Pacific war area where he was captured by the Japanese in 1942, at which time he had a score of 12 enemy planes destroyed. He was not released from captivity until March of 1945.

Only member of the group to learn to fly privately is F/L Frank Woolley, DFC and bar, who joined the RAF in the Middle East and took his opera-