

A \$20,000,000 maintenance and overhaul base is nearing completion at Montreal Airport to handle the DC-8's and Vanguards of this new fleet, the first such base of its kind designed solely for turbine-powered aircraft. With buildings alone covering 18 acres on an 84-acre site, it boasts the largest single cantilever structure in the western world - an 836-foot long overhaul hangar with doors towering 50 feet above the tarmac. The concrete ramp area around this base covers 700,000 square feet, while the shop area will contain some of the most modern equipment in the aviation industry today. A two-cell test house will handle both the Rolls-Royce Conway pure jet engines and the propeller-turbine Tynes. Viscount maintenance and Dart engine overhaul will continue to be carried out at Winnipeg.

In Vancouver, in 1959, construction began on a smaller \$5,000,000 maintenance and overhaul base for turbine aircraft. This base designed principally for line maintenance and overhaul is expected to be ready for occupancy by late 1960, said the airline's president.

A joint TCA-CNR credit card was issued during the past year, enabling air travellers to charge air transportation and railway services and obtain credit at hotels, with rental-car organizations and with a number of allied facilities.

At the year's end, TCA announced a commercial agreement with BOAC providing for the consolidation of schedules and certain facilities and functions on trans-Atlantic services. This agreement, to go into effect March 1, 1960, will provide greater and more convenient service to the travelling public.

"All types of airline traffic continued to show a healthy growth in 1959," commented Mr. McGregor. "Nevertheless, the very narrow margin between income and expenses which is characteristic of world aviation today, remained a serious problem and it was only by a further reduction in unit operating costs that TCA was able to maintain a stable economic position."

"The arrival of the big jets in 1960, will present both opportunities and problems. If insufficient traffic is available to operate these large and expensive aircraft at reasonable load factors, financial difficulties will follow. Given good loads, however, the jets can provide a healthy economic return while at the same time offering new standards of travel comfort and convenience to Canada."

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INSTRUCTORS TO WEST INDIES

The services of two industrial arts instructors from Ontario are being made available to The West Indies under the Canada-West Indies Aid Programme. The two instructors are Mr. Edgar H. Rice of Galt and Mr. Robert Fudger of Pembroke.

As well as serving as instructors, Mr. Fudger and Mr. Rice will also supervise the installation of machine shop and wood-working equipment to be supplied by Canada to the Technical Education Centre in St. Kitts as part of the Capital Aid Programme.

Both Mr. Rice and Mr. Fudger received their training at the Ontario Training College for Technical Teachers and at the Ontario College of Education. Mr. Rice has served for many years as Director of Shops for the Galt Board of Education, teaching woodworking and allied drafting. He is a member of the Ontario Education Association, the Ontario Vocational Education Association and the Industrial Education Section of the Galt Board of Trade, and a former member of the Technical Research Council. Mr. Rice has written a book on carpentry and general woodworking which was published with federal co-operation by the Ontario Department of Education and is being used in correspondence courses in all ten provinces.

Mr. Fudger has been granted leave of absence from the Camp Petawawa District High School where he teaches machine shop practice and welding.

The two vocational instructors expect to remain in The West Indies for approximately one year.

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CANADIAN HONOURED

Dr. Morris Cohen of the National Research Council, Ottawa is to be awarded the Willis Rodney Whiting Award for outstanding scientific achievement in the field of corrosion. The presentation will be made in Dallas, Texas, on March 14 by the U.S. National Association of Corrosion Engineers.

In 1958 the award was made to Dr. T.P. Hoar of Cambridge University. Previous winners include Profs. H.H. Uhlig of Massachusetts Institute of Technology, and U.R. Evans of Cambridge.

Dr. Cohen is head of the NRC's corrosion group in the division of applied chemistry. His work has been largely in physical chemistry, finding what forms corrosion takes, identifying corrosion products, determining rates of corrosion in pure metals and metal alloys. The investigations have included the polishing, etching and electroplating of metal surfaces in order to study the effects of such treatment on the resistance of the metals.

Dr. Cohen was born at Regina in 1915, received his B.A. degree at Brandon College in 1934, and his M.A. and Ph.D. degrees at Toronto University. He joined the staff of the National Research Council in 1943.

"Corrosion", Dr. Cohen says, "has two general aspects: the deterioration of metals in water; and high-temperature oxidation. The first is widely known for its effects on