



# Airport Developments

## What's Good for Gander?

J. R. Baldwin, newly appointed chairman of the Air Transport Board (see Names in the News), has had an international problem dumped in his lap almost before he has a chance to pick up his gavel for the first time. The problem is that juicy plum, Gander Airport, which will become Canadian property when the marriage between Newfoundland and this country is consummated next month.

The difficulties are mainly legal and involve reciprocal landing rights between Canada and the countries now using the field. The situation is complicated by such things as the joint ownership of Scandinavian Airlines by interests from Sweden, Denmark, and Norway. Undoubtedly however these legal tangles will be straightened out for Canada is anxious to have the airlines continue making use of the field, and the air lines are equally anxious to be allowed to utilize it, because of its strategic location as a trans-Atlantic base.

Gander is used by: (1) the RCAF, (2) the USAF, (3) TCA, (4) the RAF, (5) the USN, (6) BOAC, (7) PAA, (8) AOA, (9) TWA, (10) KLM, (11) Air France, (12) Scandinavian. It has four asphalt runways, one 4,500 feet long by 600 feet wide, and three 6,000 feet long by 400 feet wide. One of the latter, the east-west strip, is 1,200 feet wide for 4,800 feet of its length.

Even though Canada is only now coming into the ownership of the field, its present advanced state of development is the result of Canadian war-time spending, when the base was leased by the RCAF. It was built in the 1930's by Britain.

## Whither Cub?

It may not be long before the casual visitor to Hamilton's civic airport will find himself tangling up with clothes lines if he attempts to land an aircraft there. This is because the development of the airport site as a housing project may result from negotiations now being carried on by the city of Hamilton and Cub Aircraft.

Although no details have been re-

leased, the plan apparently is to move Cub to another location, place an electronics company in the present factory, and to build houses all over the airport. It is to be presumed that Cub will require some type of airport for its operations, but no indication has yet been given as to where this might be.

The present airport is used mainly by light and medium weight aircraft.

## Edmonton Tops

Edmonton Airport is claiming the nickel plated spark plug for being Canada's busiest air centre during 1948. This no doubt will bring loud

margin. Last year there were 81,247 landings and take-offs at Edmonton, a figure that was exceeded only in 1943, when there were 82,500 operations, mostly military.

## Briefly

- A contract has been let by the D.O.T. to Municipal Spraying and Contracting Ltd., of Halifax, for clearing an airport site and building a runway at Clover Valley, near St. John, N.B.. Value of the contract is \$623,352. The airport is supposed to be ready for use by November 1.

- Three new buildings were opened at Toronto's Malton Airport during January. The buildings hold customs and ticket offices, and have advanced baggage and cargo handling facilities. The main building faces the loading tarmac and has a 432 foot observation platform for airport visitors on its



**WELL STACKED:** The introduction of such jet aircraft as the C-102 will bring about the development of new airport controls. Present systems will be unsuitable for fast-flying, comparatively low endurance jets, since time gained in transit is apt to be lost circling airports. The Berlin Airlift is said to have advanced controls ten years.

protests from Vancouver, which has consistently been the leader in the number of take-offs and landings marked up each year.

Edmonton is able to produce conclusive evidence that a high number of landings and take-offs does not necessarily indicate that a lot of people are travelling by air. The Alberta city's officials point out that most of Vancouver's activity is brought about by the large number of light aircraft which, for lack of another airport in the Vancouver area, are forced to operate from the Sea Island location.

The leadership claim by Edmonton is based on what is termed, "truer indications of air traffic, tonnage of ships and consumption of aviation fuel." While no figures on either of these is available, Edmonton airport officials say that Vancouver is topped by a wide

roof. The old administration building continues to be utilized. Contractors were McKay-Cocker of London, Ont., and cost was \$1,000,000.

- Question: Is PAL going to switch its main overhaul base from Winnipeg to Edmonton?

- Increased trans-Atlantic traffic through Sydney, N.S., is reported for 1948. Flights through the maritime city averaged about fifty a month.

- Vancouver's overcrowded airport administration building may get a \$150,000 extension this year. Designed to handle 100 passengers a day, the building has been handling an average of 741 daily.

- Terminal Construction Co. Ltd., is carrying out preparatory work on drainage and clearing of undergrowth at Dartmouth Airport prior to the installation of ILS by the D.O.T.