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Drop Landing Fees for Lightplanes

\$10 Millions Paid For Canadair

The Government of Canada is reported to be receiving close to \$10 millions from the Electric Boat Co. for the "net asset" investment in the plant of Canadair Ltd. Entirely apart from this transaction, the U. S. firm is reported to be putting up \$2 millions, half of which represents new fixed capital.

In addition, Electric Boat has a 15-year option on the plant and tools, at a price which varies upon the date at which the option is taken up. The price is said to be between \$3.5 and \$4 millions. In the meantime, the company has a firm option on the plant which is being used on a fixed rental basis.

Aircraft Exports Total \$9½ Millions

Canada, not generally thought of as a large exporting company, has succeeded in marking up an export trade

in aircraft and parts amounting to \$9,507,369. The figures are issued by the Bureau of Statistics, Department of Trade and Commerce and cover the calendar year of 1946.

Of the 38 overseas customers for Canadian aircraft, the largest dollar value was shipped to the Netherlands East Indies. They accounted for \$1,805,948 while the United States took delivery of \$1,774,756. These exports include military aircraft types, converted for civil use and include not only complete aircraft but also equipment and spares. Commencing with the beginning of 1947, the Bureau of Statistics will report aircraft exports separately from those of aircraft parts.

● A biplane, pusher amphibian, the Supermarine Sea Otter, using a Bristol Mercury engine is being readied for a demonstration tour of Canadian lakes, say reports from England. The conversion is said to make the Sea Otter into a four-place civil machine.

Recent Changes in Air Regulations Free Lightplane Pilots From Some Worries

SPECIAL LICENSES FOR SOME CASES

One of the more annoying features of landing at a Dept. of Transport airport in Canada has been removed, as far as the pilots of light aircraft are concerned.

Information has been received that the landing fee collected for every visiting aircraft is to be waived in the case of lightplanes weighing up to 5,000 lb. Also cancelled is the charge made for heavy aircraft—if they belong to the governments of foreign states.

In other government circulars, the fliers of Canada are told they can make cross-country flights without the formality of filing a flight plan—if their flights will not take them more than 25 miles from their home field. For longer flights, it is still necessary to file a plan with the air traffic control centre.

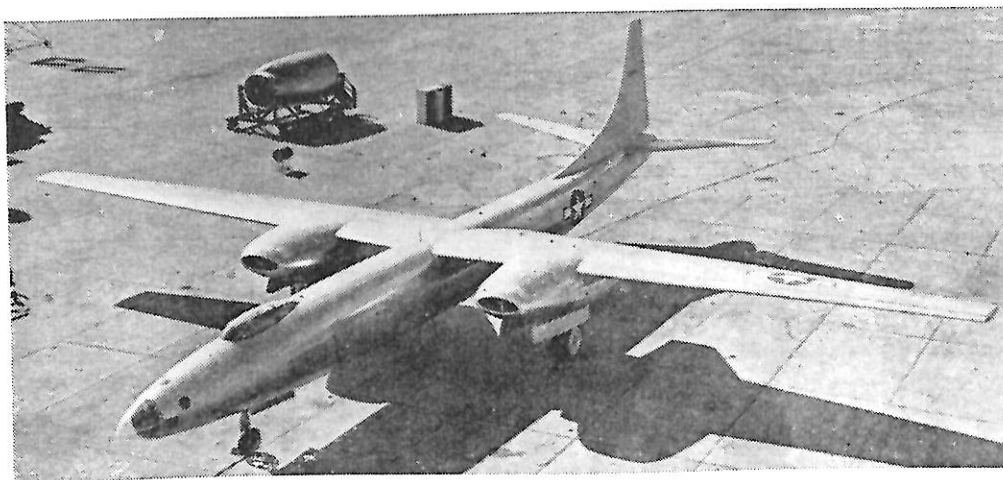
The conditions of issue of

all operating certificates have been amended, now requiring that a reliable timepiece shall be available to the pilot of any aircraft while the machine is in flight.

The requirements for a public transport pilot's certificate have also been amended. Previously applicants had to be 23 years of age, the minimum age has now been reduced to 21 years, and the maximum is 45.

The department has been looking into the medical requirements attendant upon all pilots' licenses. They have been given the power to issue licenses in certain cases to persons who have not normal use of all limbs. The new ruling, which will permit those lacking a leg or the use of a leg, will allow the granting of a limited license to all who can otherwise qualify for the right to fly. Thus, a man with the use of one leg may obtain a license which will permit him to fly such "simplified control" aircraft as the Ercoupe, which is cited as an example.

Four-jet Power Bomber Now Under Test



First official view of the XB-46, experimental four-jet bomber being built for the Army Air Forces by Consolidated Vultee Aircraft Corporation. It has been under secret construction in Convair's San Diego plant for the past two years. The jet-propelled medium bomber is now undergoing preliminary ground tests. Powered by four General Electrical turbojet engines located in two lowslung nacelles, the XB-46 has a length of 105 ft. 9 in. and a wingspan of 113 ft.

Sydney Becomes Atlantic Terminus

Canadians living east of Montreal wishing to fly across the Atlantic will benefit from a new International Air Transport Association decision to establish Sydney, N.S., as an additional gateway point for computation of rates for flights between Canada and Europe. Up to now Montreal has been the only Canadian rate gateway.

At a recent North Atlantic traffic conference in New York, airline members of the Montreal air body also decided that despite rising costs of operation transatlantic fares would remain at their present level of 9½ cents a mile.