

and passenger kilometers performed gained 38%.

Weight load factors for total services which had remained about 59% up to 1956 declined and were 51.6% in 1961.

Most profitable year for scheduled airlines was 1959 when they made \$105 million (U. S.). Profit in 1960 dropped to \$70 million and preliminary estimates for 1961 indicate a \$100 million loss.

Airline safety record is similar to other years but unless fatality rate decreases more rapidly than the increase in passenger-kilometers flown, there will be a greater number of deaths every year.

IATA tightens fare controls

The IATA has taken a get tough policy to stamp out price cutting among its own members and will make a determined effort "to secure at all costs a clean world-wide market.

The crackdown, proposed by the IATAs executive committee and endorsed by scheduled airline heads attending the 18th annual general meeting of the IATA in Dublin, Ireland, last month, is necessary because, in the words of the committee, "it is sadly evident that some members have less and less scruples about traffic conference resolutions and the effects . . . are ugly indeed.

"Discount selling is so prevalent in some parts of the world that no company gains a single dollar by it but only succeeds in robbing itself and fel-

low members of a large percentage of the fares approved by themselves and their governments.

Helicopter hauls gold ore

Getting a break from more mundane jobs, a Bell helicopter of Vancouver Island Helicopters Ltd., of Victoria, B.C., airlifted 40 tons of gold ore from an isolated, mountain-side gold mine near Tofino on Vancouver Island.

The 'copter finished the job in 10 flying hours, carrying 800 lbs per trip. It carried the ore in cargo nets and dumped it on a beach six miles away for trans-shipment by barge and railroad to a smelter at Trail.

Cost of the operation was approximately \$28.75 a ton based on the helicopter cost of \$115 an hour.

DOT's war on birds

One of Canada's major airlines reported more than 80 collisions with birds last year. The problem of aircraft/bird collisions close to airports has become acute with the advent of jet transports and is receiving the attention of the Department of Transport. Vancouver, the Lakehead, Toronto Island, Windsor, Yarmouth and Charlottetown airports, all close to expanses of water, have reported most strikes. DOT's studies have shown that present bird-scaring methods, including ultrasonics, have not been very effective and new methods are sought.

Sightseeing trips profitable

An Ontario helicopter company reports it is making money ferrying people on sightseeing trips over Niagara Falls and vicinity; made over 15,000 flights in 1960-61 and hopes to up this 50% by the end of 1962.

Paul Ostrander says his company, Niagara Helicopters Ltd., Niagara Falls, Ont., owns four Bell 47s and is presently using three of them for the flights. Price of a trip over the falls is \$5. Company has three other pilots and a mechanic.

One of the company's sidelines is Little England, a copy in miniature of famous English buildings, near the company's base.

Military

Bomarc production ends

Amid continuing Canadian hesitancy about nuclear arming the Bomarc, the last of the Bomarc air defence interceptor missiles has rolled out of the Boeing Company's Seattle production centre.

Deliveries will continue to the U.S.A.F. and R.C.A.F. air defence commands as they are able to process them into shelters. About 700 Bomarcs were produced.

There are nine North American Bomarc bases—eight in the U. S. and one in Canada (a tenth is still under construction in Canada). The 40 ft missile,

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