

**M**EMBERS of the U. S.-Canadian Committee on Customs and Immigration Problems will convene again soon in an effort to write a completely new international and trans-border aviation agreement. When they met in Washington in December, it was found that Canada was prepared to discuss the "fifth freedom" in terms of specific routes. The Americans, who were awaiting publication of a government report on international air transport, asked that this particular phase of the conference be postponed and it was agreed that a second meeting would be held once the report had been digested.

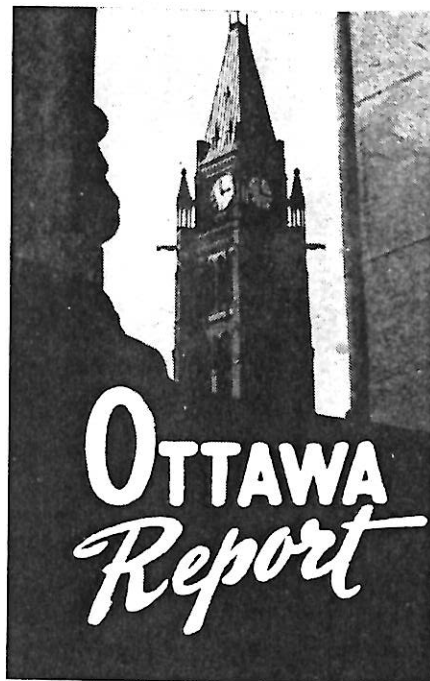
The two countries are evidently prepared to do a little bartering on certain routes. It has been known for some time that the Americans would like to stop off at Edmonton on their way to Alaska and pick up Canadian passengers. Canada would probably be willing to grant this concession but will undoubtedly expect certain privileges in return. For instance, TCA aircraft might be permitted to take on American passengers at Seattle en route from Vancouver to Australia—or in Florida, en route to the West Indies.

#### Canada in Strong Position

Canada seems to be in a strong bargaining position. At present, about 75% of all border air travel between the two countries is in U. S. planes; Canada might reasonably ask for a more equitable share of this travel. And more than one government official, feeling that TCA has done enough expanding for awhile, recommends that new routes should not be added unless definite advantages can be gained.

Although the major decision expected to emerge from the Washington discussions has been deferred, the delegates made good progress on a plan to **simplify trans-border air travel**. Recommendations have already been forwarded to the Governments concerned and, while some points cannot be approved without new legislation, we can look for an easing of border restrictions almost immediately.

As far as private plane-owners are concerned, the most important proposal deals with the itinerant air traveller. If the Committee has its way, the pilot of a tourist aircraft will make only one report—either written or oral—when he arrives at a port of entry. He will then be issued with a tourist card, authorizing him to travel about the country for the duration of his stay. Trips across the border will be facilitated by an increase in the number of airports now



#### By ARTHUR MACDONALD

classified as ports of entry; and no advance notice of arrival will be required, provided the landing is made "during regular hours."

Other recommendations made by the Committee:

- (a) Outgoing clearances on aircraft not carrying merchandise or passengers for hire should be eliminated. This also applies to aircraft carrying passengers provided the carrier furnishes a bond, cash deposit or other security;
- (b) FBI checks and sailing permits (which are delaying Canadian passengers leaving New York) should be eliminated;
- (c) Inspection personnel should be stationed at convenient points near the origin of the international airlines operating between the two countries. Upon arrival at the country of destination, only identification of the passengers or merchandise should be necessary;
- (d) Certain portions of the PICA "FAL" document should be adopted immediately. (This deals with the temporary entry of qualified personnel and equipment for search, rescue, investigation, repair or salvage in connection with lost or damaged aircraft);
- (e) Pilots engaged in ferrying an aircraft from a point in one state to a purchaser in the other should be permitted to fly to the point of final delivery by the most direct route.

The Canadian delegation was headed by Rt.-Hon. C. D. Howe. Also included were H. J. Symington of TCA,

A. D. McLean and J. R. K. Main of DOT, and C. D. S. Smith, Commissioner of Immigration.

As a follow-up to the Washington meeting, a tour has been organized by the Air Transport Association of America and IATA. Representatives of several countries are touring to observe actual arrival and departure formalities at international air gateways in the United States, Canada, and San Juan, Puerto Rico. If the tour proves sufficiently enlightening, there is a good chance that decisions arising out of the Washington deliberations will be accelerated.

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**M**OST Canadians feel that the role of the airplane is at least as important here as it is in any other country. But the truth about aviation in Canada is that we aren't flying nearly as much as we should be. Notable accomplishments (such as the BCATP and TCA's steady growth) have obscured the uncomfortable fact that our per capita use of aircraft is far below the U. S. level.

Statistics reveal that there were 71,551 registered aircraft in the U. S. A. at the end of 1946. Calculated on the basis of population, Canadian registration should approximate 10% of this figure. Despite our relatively greater need for air transport, differences in capital and income levels between the two countries reduces the ratio to an approximate 6%. All of which means that, measured by U. S. standards, Canada should have at least 4,000 registered aircraft. Actually, we have only about ¼ of that number. On Sept. 30, 1946, 800 certificates and 200 temporary permits had been granted by the Dept. of Transport.

#### Disparity Continues

The disparity has existed for some time, but nothing was done to close the gap in 1946. In the first 11 months of the year, 282 light aircraft and one heavy aircraft (the North Star) were produced and sold in Canada. An additional 256 planes were brought in from the U. S. A. in the first 10 months but, considering the number authorized for re-export, it is estimated that only 438 civilian aircraft were added during the year, and most of them were lightplanes.

The American picture offers a sharp contrast. In the first 11 months of 1946, the 13 major aircraft manufacturers in the U. S. A. delivered 29,568 aircraft. Some of these were exported and a few went to the Army and Navy, but the great majority are now in domestic service, thus

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## Our Navy's Wings

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landing is supervised by a flight control officer waving signalling bats on the carrier deck. Few land-based pilots are anxious to place their lives in the hands of a man on the ground—even if he is an experienced flier in his own right.

At the start of this year the long-term training program for the peacetime naval air arm hasn't progressed much beyond the discussion stage. It is fairly obvious, however, that aircrew will probably get their initial training from the RCAF. There has been some talk of a scheme to give primary pilot training at the flying clubs, but this seems unlikely in view of the RCAF's recent switch to "all-through Harvard" training.

To date there has been no serious shortage of seagoing groundcrew in the RCN. Before recruiting was halted, the actual aircraft maintenance trades were completely filled but there were still openings for radio mechanics, artificers, and a few other specialized tradesmen. Altogether the groundcrew force reached more than 70% of its proposed strength with about half of the enlistees being former RCAF airmen. Many of these just wanted a change. Others left the

RCAF when they faced a drop in rank last October; later found that the Navy offered them equivalent rank with the one they held on discharge.

The groundcrew training picture is a little hazy at this point. It is a fairly safe bet, though, that the RCN will set up its own groundcrew training schools but will economize by sending certain specialized tradesmen to the RCAF for training.

But if there are any shortcomings in the air arm of the future, lack of enthusiasm won't be one of them. In any discussion of atomic warfare, naval air officers are quick to point out the many advantages of extending Canada's runways several hundred miles out to sea. They take the commonsense view that the atomic bomb is just another weapon that will have to be met with orthodox methods of defense—at least until we can find something better.

More than one expert has spoken of large submarines which could be used as launching platforms for high-speed rockets carrying atomic warheads. Moving too fast to be detected by Asdic, they could surface, wipe out a coastal city, and be away before the defenders realized what was happening. The only practical existing defense against such a weapon—say

the Navy men—is a strong air borne navy constantly on the alert to attack.

## Ottawa Report

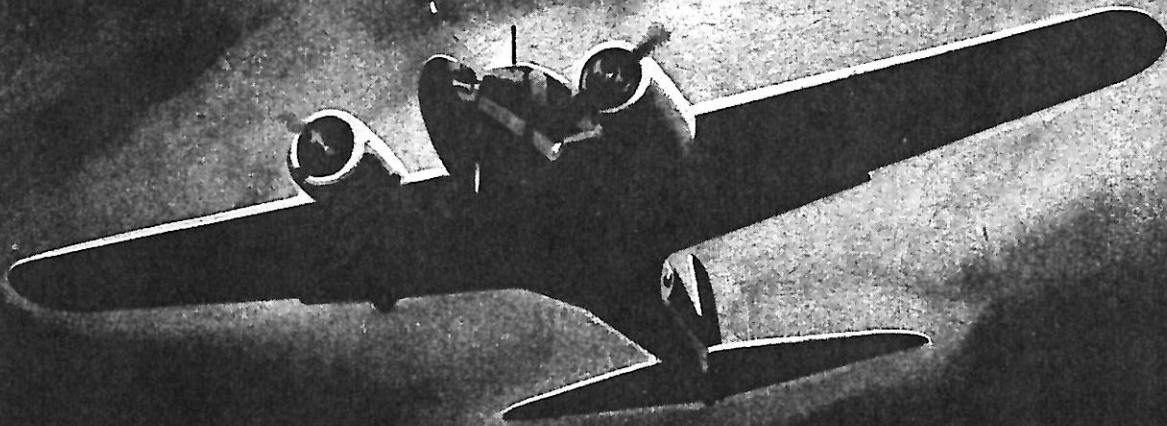
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further widening the gulf between American aviation and our own.

It is fairly obvious that the chief reason more aircraft are not bought and flown in Canada is that purchasing and operating costs are too high. So far, manufacturers haven't been able to reach their biggest potential market: the large pool of war-trained pilots who have now returned to civilian life. The first job facing those who would like to see private flying flourish in Canada is to bring prices within the reach of more pocket-books.

**S**LASH peacetime RCAF—Defense Minister Claxton has started a shakeup to eliminate duplication of services in the Army, Navy and RCAF. On Jan. 15, he announced that all three services would be combined under a single Minister who would have the assistance of one Deputy and two Associate Deputy Ministers. He also stated that the forces would be cut to 75% of their projected peacetime strength, a step which would shave some \$50 millions from the National Defense budget for 1947.

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