

mercial aviation.

The group is seeking official recognition from and representation at ICAO so that it can make recommendations in regard to such matters as minimum requirements for navigators licenses, weather reporting procedures, and so on.

In the four years since its organization, IANC has grown consistently until it now represents 85% of the world's active air line navigators. Thirteen countries are represented—Argentina, Australia, Belgium, Canada, France, India, the Philippines, South Africa, Spain, Sweden, Switzerland, the U.S., and the U.K.

AEL in Vancouver

Aviation Electric Limited of Montreal has announced the opening of an office in Vancouver to serve the aircraft industry in British Columbia and Alberta.

Harold H. Ollis, who is well known in aviation circles in Vancouver, will

be in charge of this office. Previously Mr. Ollis was general manager of Aero Surveys in Vancouver and prior to that served in the RCAF as a bomber pilot with the RAF's No. 625 Squadron.

Ask New Air Pact

Transport Minister Lionel Chevrier has informed the U.S. Government that Canada would like to renegotiate the Canada/U.S. bilateral air agreement. Canada is seeking additional air routes into the U.S., mainly on behalf of TCA, though no details concerning the new concessions desired have been released.

The air agreement between the two countries was last renegotiated in mid-1949, but its implementation was prevented until early in 1950 by court action by Colonial Airlines, which opposed the granting of reciprocal rights to TCA to fly the direct Montreal-New York route, previously a Colonial monopoly.

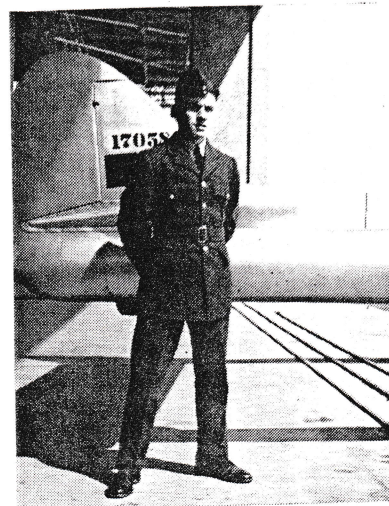
Gasoline Tax

The Aircraft Owners & Pilots Association of Canada has taken up the cudgel against the continued imposition by Ontario and Quebec of a highway tax on aviation gasoline. Only in these two provinces are aircraft operators still required to pay this tax at time of purchase of aviation fuel and then later submit a claim for refund.

In a letter to the Ontario and Quebec ministers of highways, signed by Chairman John M. Bogie of the Canadian Advisory Council, the AOPA points out that . . . "Quebec and Ontario are the only two provinces remaining which charge this refundable tax, and in all other cases it has either never been charged or the refund procedure has recently been abandoned in the interest of economy . . . Undoubtedly the abandonment of this procedure would be an economy measure for your department and for all aircraft owners and if exempting high octane gasoline in eight other provinces has proved satisfactory, we cannot understand why it should not be just as satisfactory in the Province of Quebec [Ontario]."

Otters for Ontario

The Division of Air Service of the Ontario Department of Lands has now taken delivery of three DHC-3 Otters from The de Havilland Aircraft of Canada. Besides the Otter, the Air



TEST PILOT: Selected recently as the most outstanding Air Cadet in the Toronto district was W.O. 2 Tony Murray. His reward was to become a "Test Pilot for a Day" at The de Havilland Aircraft of Canada. In company with DH Test Pilot Doug Givens, W.O. 2 Murray flew such aircraft as the Otter, Beaver, Dove, Heron, and Lancaster. It is planned to extend the event to Air Cadets all over Ontario next year, and later to the whole of Canada.

Service Division operates 40 Beavers. It has now disposed of the last of its once large fleet of Norsemen.

Customs Airport

Oshawa, Ontario, has been officially designated a Customs airport by the Canadian Government.

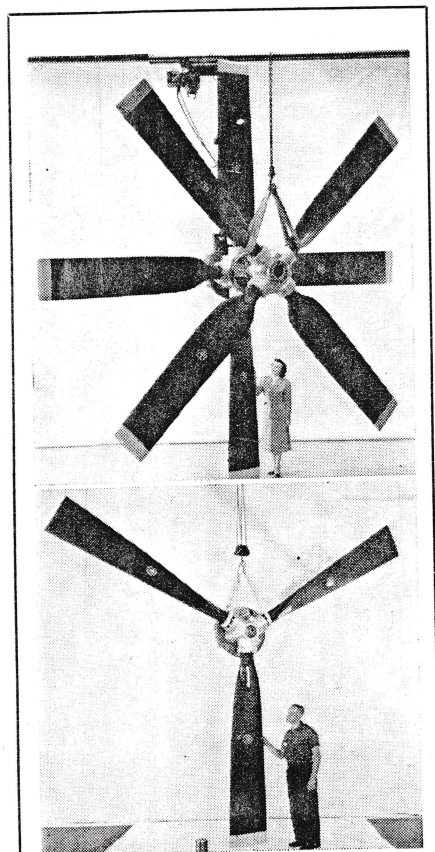
National Air Show

The National Air Show will now be held in Toronto on September 19, for one day only, it has been announced by the Air Show committee. Originally scheduled for June 26 and 27, the Show has been postponed due to the Coronation commitments of the armed services, who will be largely responsible for the flying program.

The flying display will this year include a squadron of CF-100's and the first public showing of the RCAF's de Havilland Comet.

Capital Assistance

Government capital assistance in the establishment of the Lucas-Rotax Limited plant in suburban Scarborough, near Toronto, amounted to \$5,794,104, according to J. H. Dickey, parliamentary assistant to the Minister of Defence Production. Mr. Dickey supplied the information in Commons recently, in answer to a question from



TURBO PROPS: Two new Curtiss-Wright propellers for use with high power turbo-prop engines are shown. Top is the 13 ft. contra-rotating, eightblade "Octo-prop", which can harness up to about 15,000 hp. Bottom is a large single-rotation propeller. Both have hollow steel blades made by the extrusion process.