



# News Roundup

## Cansos To Indonesia

Six Canso PB5Y-5A aircraft have recently been sold by the Babb Company (Canada) Limited to the United States of Indonesia, according to Cheston M. Newhall, vice-president and general manager. The aircraft are being overhauled by The de Havilland Aircraft of Canada and the first one was scheduled to be delivered some weeks ago.

## Jet Customer

The purchase of either Avro Jetliners or de Havilland Comets is being given serious consideration by National Airlines, according to G. T. Baker, president of the American air line, when he spoke at a press conference in Washington recently. Mr. Baker indicated that National was quite aware of present shortcomings of pure jet transports, but thought that these would be eliminated shortly. He personally seemed to prefer pure jets over prop jets, since he felt that lack of vibration in pure jets was a great advantage, and that the elimination of the propeller was an important forward step.

## Weather Station

Soon a Canadian ship will be back performing weather station duties, but this time it will be in the Pacific, instead of the Atlantic. Also, the job has been taken out of the hands of the RCN and is being carried out entirely by the Department of Transport.

The first Canadian ship to be commissioned as a weather ship was the HMCS St. Stephen, on September 27, 1947, and for nearly three years she alternated patrols of duty at Station Baker with ships of the U.S. Coast Guard. Baker, incidentally, is midway between the southern tip of Greenland and the coast of Labrador.

On August 31 the St. Stephen was decommissioned as an RCN vessel and turned over to the DoT, to be under the command of Captain James Cuthbert. For the job in the Pacific, the ship is to be joined by two other ships, like herself, converted frigates. All three ships will be completely manned by Department of Transport crews. The station which

the vessels are to maintain has not yet been officially announced. Station Baker, on the other hand, will now be maintained solely by the U.S. Coast Guard.

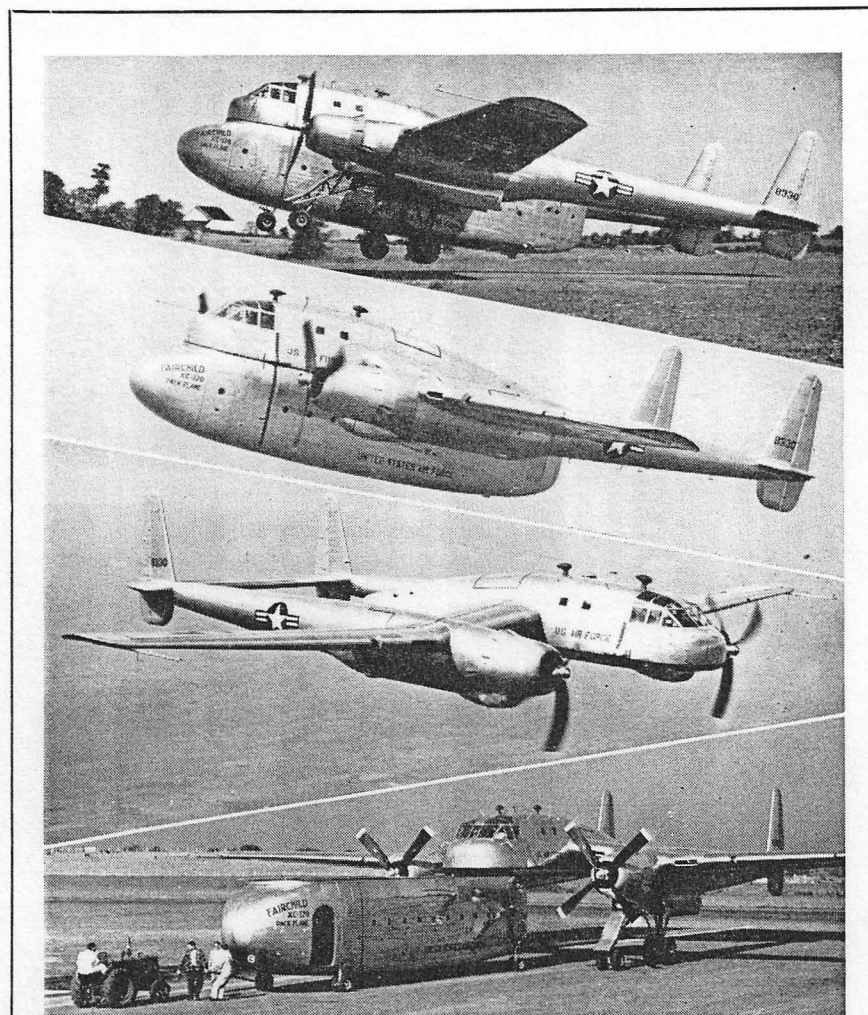
## Plugged Loophole

Ever since the transportation tax of 15% was taken off air travel in Canada, border cities in this country have done a land office business in the sale of American air line tickets to Americans, who are still required to pay a similar tax.

It didn't matter that the ticket was for travel between two or more points within the borders of the U.S. proper, it was still quite legal to buy it per-

sonally or via the mails at a Canadian office of the air line involved, or through a Canadian travel agency. At, of course, a price that was 15% below that required in the U.S. This added up to a substantial saving to the American air traveller and a considerable loss to the U.S. Internal Revenue Bureau. It also brought a useful number of American dollars into Canada, so that Canadian authorities were only too happy to let well enough alone.

This happy state has now been wiped out. The loophole has been plugged to the extent that tickets for travel between two points in the U.S., or at least for trips emanating from a point in the U.S., no matter where they are bought, are liable to a tax of 15%. While full details of the method of collecting the tax are not available, it would appear that there is still a



DETACHED: The Fairchild XC-120 Pack Plane may be the forerunner of a new breed of "truck-trailer" freight transport aircraft. The cargo "pack" has 2,700 cubic feet of space available and the aircraft, which has a design gross weight, with the pack attached, of 64,000 lbs., can carry ten tons of cargo. Span is 109 ft. 3/4 in. Power is by two P & W R-4360s of 3,250 hp each. Maximum speed is 250 mph.