

tain some 35,100 sq. ft. of floor area. The floor space of the main building will measure 200 by 78 feet.

Large glass areas will highlight the construction styling, along with suspended ceilings of acoustical tile and fluorescent lighting. Architects are Koyander & Wright.

## Orenda Dove

A de Havilland Dove has been purchased by Orenda Engines Ltd. for executive flying work. The aircraft will be used to facilitate air travel from the company offices at Malton to various CF-100 and Sabre bases across the country. During 1955 Orenda personnel flew upwards of 500,000 passenger-miles on scheduled airlines, and the Dove is expected to take over as much of this mileage as possible on a regular non-scheduled basis.

The aircraft, CF-ODI, is based at the Genaire hangar at Malton. It carries full airline instrumentation, radio and de-icing equipment.

## Opportunity for Pilots

New commercial pilots take note: CPA's aircrew selection board has been looking for an estimated 50 pilots for training in early Fall. The course includes a two month session on aircraft familiarization, meteorology, flight procedures and radio navigation.

## No Shows

The problem of non-appearing passengers who hold reservations on scheduled airlines is rapidly coming to a head. In the U.S., Western Air Lines is taking steps to combat the problem by introducing a scheme it hopes will effectively whittle down the numbers of "no-show" passengers. Beginning on September 16 Western is adopting a plan similar to that used by TCA, whereby all reserved seats must be confirmed and the tickets picked up within a specified time. Since World War II, TCA has made it obligatory for passengers to confirm domestic reservations in person or by phone or mail six hours before flight time and pick up the ticket within the same limit if possible.

Insofar as Western is concerned, this is only the first phase of its plan to crack down on travellers who have the habit of making duplicate or multiple reservations when they intend to make use of only one. Impact of the problem can be appreciated when it is realized that an estimated 15% of all U.S.



**VISCOUNT STOWAWAY:** Now available as optional equipment on production Viscounts are these folding passenger stairs, shown here fitted to one of Capital Airline's aircraft. Similar stairs will be standard equipment on the new Vanguard. Vickers-Armstrongs says this is the first time such an installation has been built into a British airplane. Such integral stairs are said to save turnaround time and also to make the aircraft independent of expensive ground equipment.

domestic airline passengers were involved in "no-show", multiple-reservation or late cancellation situations during the first six months of 1956. U.S. airlines lost approximately \$11,700,000 in revenues during this period by having to refuse passage on flights that actually departed with empty seats.

The second phase, which must be approved by the CAB, is expected to entail a penalty charge for people who purchase their tickets and, without cancelling their reservations, fail to use them. Also proposed under this phase of the national plan, set up by the Air Traffic Conference of the Air Transport Association, are reservations service fees for people who purchase tickets and then cancel seats too late for them to be made available to other travellers.

## COMING EVENTS

**September 9-11**—RCFCA Annual Air Tour & Fly-in to The Lakehead, Ont.

**September 28-29**—Annual Conference B.C. Aviation Council, Harrison Hot Springs Hotel, B.C.

**October 1-3**—Annual Convention, Institute of Radio Engineers, Exhibition Park, Toronto.

**October 25-26**—Aircraft Electrical Society Annual Display of Aircraft Electrical Equipment, Pan-Pacific Auditorium, Los Angeles.

**October 29-31**—AITA Annual General Meeting, Chateau Frontenac, Quebec, P.Q.

**November 3**—Annual Meeting, Canadian Owners & Pilots Assoc., Chateau Laurier, Ottawa.

**November 25-27**—Aviation Distributors & Manufacturers Assoc. Meeting, Drake Hotel, Chicago.

**November 26-27**—International Meeting, Institute of the Aeronautical Sciences/Canadian Aeronautical Inst., Royal York Hotel, Toronto.

**December 3-8**—International Congress on Rockets & Guided Missiles, Paris, France.

A TCA spokesman has said that penalties for "no-shows", such as an assessment, cannot be enforced legally in Canada. During the first half of 1956, TCA carried roughly 180,000 passengers out of Toronto in which there were 14,000 "no-shows". The company was able to place 10,000 "go-shows" (people who wait in hope of getting an untaken reserved seat at flight time) in their places.

## Snapshots

A far-reaching co-operative geological study of the rich mining areas of the Precambrian Shield in Canada and the U.S., involving some 357,000 square miles of aerial photography, has been undertaken by a group of leading North American mining companies. The study embraces territory extending from the Labrador/Quebec boundary to the east side of Manitoba, and The Photographic Survey Corp., Toronto, has been granted a contract valued at approximately \$2,000,000, to take aerial photographs and produce detailed mosaics of the territory. It is expected to take two and a half years to make the survey in detail.

Called "Operation Overthrust", the project is said to be the largest survey of its type in the world. Under the study, all known existing and available geological and geophysical data will be correlated with a structural and mineral evaluation by stereo-interpretation of aerial photographs. In all, PSC will prepare 400 one-mile-to-the-inch mosaic sheets on Canada, and 82 more on the U.S., each covering an area of approximately 800 square miles. In addition, twelve mosaics on a scale of eight miles to the inch will be made