

SAFE-T-FLOTES: Ontario's Department of Lands & Forests has taken delivery of its first unsinkable aircraft anchorage for use at Moosonee. Able to handle an Otter seaplane, this is the first such application of the unsinkable "Safe-T-Flote" plastic foam-filled floats which were developed and manufactured by Taylor-Leslie Mining & Engineering Corp. Ltd. of Toronto. Floats are light and easily assembled into docks.

final approach is completed, preferably within 5 miles of the threshold of the runway in use."

Allegheny to Buy 540?

According to an American news source, Allegheny Airlines is planning to purchase the Canadair 540 which it has been operating under a leasing arrangement since July 1959. The airline recently announced plans to buy 11 Convair 240-340 aircraft for conversion to Napier Eland power. Four of these 11 are scheduled to be converted to Eland power by Canadair Ltd.

Vancouver Airport Authority

Alderman Halford Wilson, chairman of the Vancouver airport board, says the B.C. cabinet has approved proposals by the city to form an airport authority under which it could finance a new airport passenger terminal on a self-liquidating basis.

CPA-TCA DC-8 Agreement

CPA's decision to purchase four DC-8's was made only after an agreement had been reached with TCA for a joint servicing arrangement for the luxury jetliner equipment. By operating the same kind of aircraft, with essentially the same Rolls-Royce Conway engines, both carriers stand to save money on maintenance costs. It is understood that overhaul of CPA's

jet engines will be done at the TCA maintenance facilities at Montreal.

It had been widely thought that CPA was about to purchase Boeing 707's when the surprise agreement was reached with TCA. Another major saving for CPA lies in the fact that CPA crews can use TCA's DC-8 flight simulator for training purposes.

1958 Accident Record

The DoT's Civil Aviation Branch recently published its annual report on aircraft accidents in Canada for the year 1958. The report is an analysis of accidents for this period, and shows the trend in the causes of accidents for the years 1952 to 1958 inclusive.

In 1958 there were 355 accidents reported involving Canadian registered aircraft engaged in civil flying. This figure excludes minor accidents in which there were no injuries.

There was a decrease of about 6.2% in the total number of commercial hours flown and a decrease of 2.7% in the ratio of accidents to the number of commercial aircraft registered. In addition the number of aircraft registered in the commercial category increased by 2.9% in 1958.

Compared with the total number of aircraft registered in the private category, there was an increase of 1.8% in the number of accidents. The number of aircraft registered in the private category increased by 21.7% and the

number of private pilots' licences in force increased by 20.7%.

In 1958 the number of accidents attributed to personnel error is 76.9%, an increase of 3.9% over the year previous. Material failures in general show a decrease of 5.6%; accidents due to weather show an increase of 0.3% and the number of accidents in which the cause was undetermined increase by 1.5%.

New Electra Service

Turboprop Lockheed Electras were introduced to American Airlines' New York to Toronto route January 17. The Electra will trim the flying time between the two cities to one hour and twenty-four minutes. According to American, this is 20% faster than any commercial air service now offered between the two cities. Initially, the company intends to provide three daily non-stop trips in each direction. In February, three additional Electra trips will be offered.

TCA Opposes Age Limit

According to President G. R. McGregor, TCA does not agree with the recent U.S. FAA ruling on an age limit of 60 for airline pilots. Said Mr. McGregor: "The more experience they have, the better we like it."

He was referring to the recent FAA announcement in the U.S. that as of March 15, 1960, pilots over 60 years of age would not be allowed to fly for U.S. airlines. Explanation offered by the FAA for the new rule was that it is necessary to assure the highest degree of safety in an era when jet airliners carry up to 165 passengers at speeds up to 600 mph.

Dissenting with this stand, Mr. McGregor stated: "We give our pilots a stiff medical examination twice a year. As long as they pass that we want them to continue to fly." He added the observation that the newer aircraft have improved cockpit layouts that actually make them easier to fly.

Jetliners the Greatest

R. E. Johnson, senior vice-president of United Air Lines, has described the jetliner as the greatest single advance in the history of airline travel.

He told a Vancouver service club that aviation authorities have estimated U.S. airlines will be carrying 100,000,-

000 passengers a year by 1965. They now are carrying 50,000,000.

American carriers have invested more than \$2 billion in the future of jet air travel. But this will require at least 10 years for amortization before serious thought can be given to the tremendous costs involved in developing and operating an airline system using supersonic aircraft.

North American cities must bring their airports up to jet standards if they are to cash in on the future. This means new concepts in rapid handling of passengers and baggage, as well as new concepts of handling jet aircraft.

He said United Air Lines will introduce jets to Vancouver next summer using Boeing 720's.

ATB Orders

APPROVALS

Class 3 Irregular Specific Point:

- Addition of Mistassini Post, Rupert River, Mistassini Lake and Temiscamie to Class 3 service from Senneterre, P.Q., also serving Lake Quevillon, Bachelor Lake, Malouin Lake, Opawica Lake, Doda Lake, Norrie Lake, Cache Lake and Dore Lake, P.Q.; A. Fecteau Transport Aerien Ltee.

Class 4 Charter:

- From Brantford, Ont.; Group C; Brant-Norfolk Aero Club (1944).
- From Buckingham, P.Q.; Group C; Gaston St. Pierre.

- From London, Ont.; Group C; London Flying Club.

- From Vancouver, B.C.; Group C Rotating Wing; Pacific Helicopters Ltd.

- From St. Catharines, Ont.; Group C; St. Catharines Flying Club.

- From Sioux Lookout, Ont.; Group C; Slate Falls Trading Co.

Class 7 Specialty:

- From Buckingham, P.Q.; Recreational Flying; Gaston St. Pierre.

- From Prince Albert, Sask.; Aerial Pest Control; Kenneth Matheson Eytcheson.

- From Terrace, B.C.; Recreational Flying; Albert Leslie Watmough.

- From Senneterre, P.Q.; Aerial Photography & Survey; A. Fecteau Transport Aerien Ltee.

- From Wainfleet, Ont.; Aerial Patrol & Inspection; Port Colborne Flying Service.

Class 9-4 International Charter:

- From Toronto, Ont.; Groups B & C, restricted to North America; National Aviation Consultants Ltd.

- From an area within 50 miles radius of Ford Airport, Iron Mountain, Mich., to points in Ontario; Group B; Fontana Aviation Inc.

- From Victoria, B.C.; Group C, restricted to North America; Victoria Flying Services Ltd.

- From Penticton, B.C.; Group C, restricted to North America; Penticton Air Charter Service.

- From an area within 50 miles radius of International Airport, Fairbanks, Alaska, to points in the Northwest Territories and Yukon; Groups B & C, limited to not more than four flights per month; Arctic Airways Sales & Service Inc.

- From an area within 50 miles radius of Fairbanks, Alaska, to points in the Yukon and Northwest Territories; Group B, limited to not more than four flights per month; Alaska Airlines Inc.

- From areas within 50 miles radius of Fairbanks and Fort Yukon, Alaska, to points in the Northwest Territories; Groups B & C, limited to not more than four flights per month; Wien Alaska Airlines Inc.

DENIALS

- Application to operate a Class 3 Irregular Specific Point service from South Porcupine,

Ont., to transport fish and fishermen's supplies, serving an area bounded on the north by Lat. 54°50', on the south by Lat. 51°, on the west by the east coast of James Bay and inland to the east 25 miles from that coast, and in addition to transport as an adjunct thereto passengers, mails and goods; Georgian Bay Airways Ltd.

- Application to operate Class 4BC Charter and Class 7 Specialty/Aerial Photography & Survey/Aerial Pest Control/Aerial Patrol & Inspection services; from Fort George, P.Q.; Georgian Bay Airways Ltd.

- Application to operate Class 4B Charter and Class 7 Specialty/Aerial Photography & Survey/Flying Training services; from South Porcupine, Ont.; Georgian Bay Airways Ltd.

- Application to operate Class 4C Charter and Class 7 Specialty/Aerial Photography/Aerial Pest Control/Aerial Patrol & Inspection/Recreational Flying services; from Moose Factory, Ont.; Georgian Bay Airways Ltd.

TRANSFERS

- From William Frederick Thompson Groth to Alert Bay Air Services Ltd.; Class 4C Charter and Class 7 Specialty/Flying Training; from Alert Bay, B.C.

- From Herman M. Peterson to Peterson's Air Service Ltd.; Class 3 Irregular Specific Point, Class 4BC Charter, Class 9-4 International Charter; from Atlin, B.C.

SUSPENSIONS

- Kapuskasing Flying Club; Class 6 Flying Club; from Kapuskasing, Ont.

- Anderson-Laing Surveys; Class 7 Specialty/Geophysical Surveys; from Edmonton, Alta.

- Sidcom Airways Ltd.; Class 4C Charter; from Williams Lake, B.C.

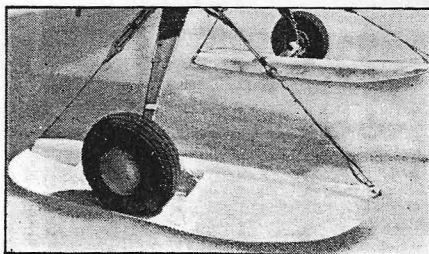
CANCELLATIONS

- Granby Air Services Registered; Class 4C Charter, Class 7 Specialty/Flying Training/Recreational Flying, Class 9-4 International Charter; from Granby, P.Q.

- B.C. Air Lines Ltd.; Class 4 Rotating Wing; from Campbell River, B.C.

REINSTATEMENT

- Huronian Air Services Ltd.; Class 7 Specialty/Recreational Flying; from Alkoma Mills, Ont.



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