

cided to use the Canadian-designed de Havilland Chipmunk instead. Canadian Car built large numbers of the type for the U.S. Air Force.

Mid-Air Collisions

A condemnation of the approach currently being taken by Canadian authorities towards alleviating the danger of mid-air collisions, was contained in a letter recently forwarded to Deputy Minister of Transport J. R. Baldwin by the COPA.

The letter pointed out that it was a widely held view that the problem of collision was greatest where air line and jet aircraft converged at high speeds on terminal areas. Said the COPA: "DC-6's and Super Constellations . . . are flying into Malton and Dorval control areas at 300 mph, giving a closing speed of 600 mph . . . RCAF aircraft are diving into the circuits of combined civil and military airports at 250-300 mph and doing flat breaks at low level right over our airports. These jets have a complete disregard for other traffic and for the conventional traffic pattern adhered to by other aircraft.

"We are quite aware of the fact that the fuel consumption of the jet is extremely high at low altitudes and that they must be given landing priority, but we do feel that when these jets are using our combined airports they should be required to adhere to the conventional traffic pattern as far as possible and that all dangerous practices such as flat breaks should be confined to RCAF jet strips such as Lac de Loups, La Macazo, or Val d'Or, and should be banned at our busy airports."

COPA also protested the DoT's plan eventually to close busy airports to all light aircraft, as broadly hinted at by Director of Air Services J. L. E. A. de Niverville, at the recent RCFA annual meeting. Said COPA: "We vigorously protest the discrimination implicit in this threat. The banning of light aircraft from the major terminals is no solution to the collision problem. Nor indeed is the restrictive regulation of VFR traffic at higher altitudes."

Among the points made by the COPA:

- All civil and military aircraft entering Canadian terminal control areas should be required to slow down to a suggested 180 mph (156 knots).

- RCAF jet squadrons presently stationed at Ottawa should be based farther north, possibly at Val d'Or, where quarters have recently been built for a squadron.

- It has not been found necessary to ban light aircraft from any air terminals in the U.S., even the major ones where the traffic is many times heavier than at the busiest airports in Canada.

- In cities where there is one major

airport operated by the RCAF, and the other used by the RCAF, the latter should be required to share their facilities to ease the traffic problem.

Secret "Something"

Sir Roy Dobson, managing director of Avro Manchester and chairman of Avro Canada, recently disclosed to the British press that his organization is working on "an airplane, or something else, which will go through the air

very fast — and it is going to get very hot." He said security regulations forbade the disclosure of further details.