

WESTERN SKYLINES

By E. F. CLENDENAN

West Coast Correspondent

High Density—The heavy increase in British Columbia air traffic in the past year is registered mainly in the great number of extra sections being flown. One operator, for instance, flew 35 extra sections this year as against only three last year for the same period.

United Air Lines' new timetable, however, shows the scheduled Vancouver-Seattle service stepped up from five daily flights to eight. Of these five are excursion flights. The round-trip fare is \$11.70, with a 15-day return limit instead of the \$15.80 regular fare. The flights are serviced by DC 3s specially fitted with four-seat rows across the plane to give 28 places instead of the regular 21.

This new type of service was first tried by United last year between San Francisco and Reno, Nevada, with a fare of \$16.95 instead of the \$22.90 regular. Its success has confirmed its continuance between the two American cities and its present extension to the Vancouver-Seattle service.

Fleet Expansion—With the recent acquisition of two more Norseman VL's, as well as a Canso flying boat, CF-FOQ, Queen Charlotte Airlines has come close to doubling the size of its fleet during the past year. Actually the fleet now numbers 29 aircraft on regular service besides several operated on contract, as against 16 in regular service in June, 1950.

Associated Air Taxi also has increased its fleet by almost the same percentage. A year ago they had 12 craft in operation. Today they have 21, with the addition recently of an eight-place Fairchild 82, an Aeronca four-place Sedan, and a Grumman Widgcon, all to be used on the company's regular charter work.

Commercial Pilot Demand—Vancouver's U-Fly has graduated 30 students on instrument training in the past eight months. Of these, 19 are flying for CPA. The rest are all employed among other airlines. U-Fly's, Al Michaud states that there is still a definite pilot shortage in the 25-and-under age groups. This shortage would be further aggravated were the commercial operators able to buy

equipment at the pace really needed to take care of all the business possibilities now opening up for them in British Columbia.

Meantime, U-Fly's flying time is up 50% over last year for the first four-month period—mainly because of the increased training of commercial pilots.

Over the Counter: Aero Services, the sales subsidiary of Associated Air Taxi reports the sale of a Luscombe 8A to G. A. Maude of Patricia Bay. He will use the plane for private business and pleasure.

Aero Services has already done some work on introducing the Landseair amphibian for which it holds the British Columbia sales agency. This plane carries a Vancouver price tag of \$195,000 and is believed to be unique in the field of "web-footed" craft. It can best be described as a PBY flying boat, converted into a flying yacht. Its makers state the object of its design was to provide an executives' combined home, office, and transport, with luxurious fittings and such business aids as seven communications channels. Interest in such a plane for flying in B. C. is a reflection of the remarkable development of primary and secondary industry in the province's rugged and formerly inaccessible interior—a development currently involving the expenditure of hundreds of millions of dollars.

New Charter License—The ATB recently granted a new Class IV license to BNP Airways who last fall bought out Malibu Seaero. This new company is named for its component members, B. C. Electric; Northern Construction Co.; and Powell River Co. Ltd. Under Operations Manager G. F. Williams, and General Manager J. M. Graham, it specializes in air service for executives. Flying American businessmen on hunting and fishing trips is also a BNP specialty.

Personnel News—G. W. G. McConachie, CPA president, with his executive assistant, W. G. Townley, and J. A. Gray, general superintendent of engineering, spent several weeks in England during May checking progress on the D-H Comet jet airliners which de

Havilland's are fitting to CPA specifications.

W. A. Garvin formerly Vancouver office manager for TCA, has been appointed district traffic & sales manager at London, Ont.

Contract Negotiations—At QCA negotiations are now under way with the maintenance employees and with Local Council No. 20, of the Canadian Commercial Airline Pilots' Association.

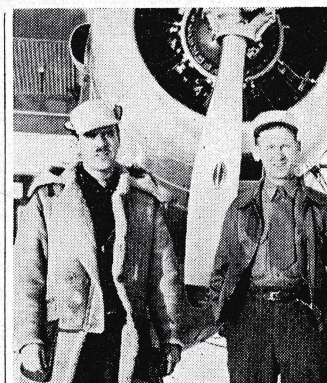
A Flying Start—After QCA placed their Canso CF-FOQ in service recently it lost no time to helping to handle the company's zooming traffic. In the first two weeks, it made 11 trips, averaging 800 miles each, chiefly between Vancouver and the Aluminum project at Kitimat and Kemano Bay. On these trips it carried 273 passengers and 17,200 lb. of cargo.

Airport Developments—During the past month, progress has been made at various government levels preparatory to far-reaching changes and developments at Vancouver's International Airport. Of most immediate interest to the operators is the planned improvement of the busy seaplane harbor. The city has relinquished to the Crown its foreshore rights, and a similar clearance is being negotiated between the Provincial and Federal Governments.

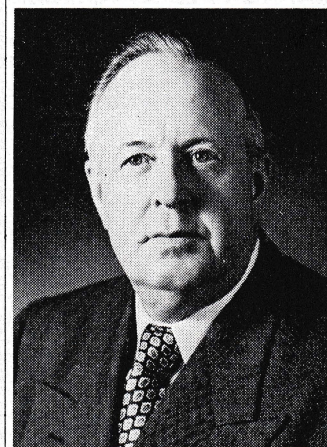
Now related to the burning question of a new and adequate bridge to Sea Island is the projected sale of the municipal airport to the Federal Government. A further definite step was recently taken with the appointment of an appraiser who has started to work on a complete valuation of all the port's physical assets, and an examination of all existing leases and agreements.

Loss of flying time and possible danger from smog was yet another question that engaged government attention recently at the municipal level. This trouble is possibly no worse at Sea Island than at many other major airports, yet there are actually 70 mills and factories cutting down visibility with the wind from almost any point of the compass. Only about one third of these are within Vancouver's corporate limits, therefore the Airport Board has asked city council to lead in forming a Metropolitan Smoke Control Board for the whole Greater Vancouver area, to deal effectively with this drag on aviation's progress.

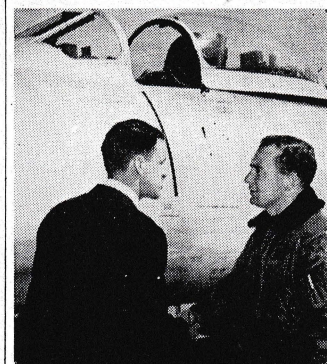
To the surprise of even the most far-seeing, the supposedly ample parking space near the terminal buildings is already becoming so congested



Rex Kiteley and Gordon Hollinsworth, Ontario Central Airlines, Kenora, Ont., who co-operated with USAF specialists in ski operation research in northern Ontario.



WILLIAM C. EFFRICK, who has been appointed sales manager of The Canadian Carborundum Co. Ltd.



TEST PILOTS: Lieut. James Nash, of Sioux City, Iowa, USAF test pilot, right, is welcomed by Don Rogers, AVRO Canada chief test pilot, when he landed an Orrenda-powered Sabre at Malton. Lieut. Nash flew the fighter from Minneapolis to Toronto at 646 mph.

that the management is considering time restrictions on this area and is now providing space for a further 200 cars, farther back from the buildings.

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