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# EDITORIAL

## A COURAGEOUS VENTURE

THE SAME blend of courage, imagination and enterprise which has characterized the story of Canadian commercial flying from its earliest days has launched another new venture. The first Class 3 charter operator in Canada to venture into the highly competitive global theatre, Curtiss-Reid is operating a Douglas Skymaster on a charter basis from Montreal to Rome. (See story on Page 57 of this issue). There is no doubt that for a relatively small company, this undertaking will summon forth all of the operating lore, know-how and initiative which Curtiss-Reid has acquired in some 20 years of domestic flying operations. There are no tougher problems than the many which were surmounted during the pioneer years of Canadian bush flying. The bush routes were the alma mater of the executives and the crews who have conquered the Pacific skyways for Canadian Pacific Air Lines. It will not be surprising, for the same reason, to see the Curtiss-Reid's international charter flights score decisively. To W. R. J. "Bill" Oliver and his men, we say, well done and may good fortune ride with "The Canadian Pilgrim."

## LET'S REDUCE THE DRAG

IT IS all very well to fly from Toronto to New York in an hour and to plan for 500-mph trans-Atlantic hops. But if a fraction of the skill and attention lavished on ever-faster aircraft could be devoted to reducing the ground time and documentation at both ends of the journey, the results would be out of all proportion to the effort required. The block-to-block speed usually is applied against route mileages to illustrate the miracle of air travel. But this takes into account only the actual time the passengers spend aboard the aircraft from point of origin to destination.

To be realistic, however, the 60 minutes of Jetliner flight between Toronto and New York is only part of the story. The airport bus leaves downtown Toronto an hour before departure time. There is at least another hour from touchdown at the New York terminal until arrival in the heart of the city. We can see no immediate solution to the airport bus problem. Certainly, airports won't be getting any closer to town. Ultimately, when traffic volume warrants, there will be answers. One may be helicopter commuting. Some cities may, in time, run subway trains to the airport. In the master plan for the London Air Terminal there is scope for either an underground or an overhead electric railway for rapid transit. In the meantime, we'll just have to be philosophical about it.

It is not so easy to shrug off the other bugbear of international travel, however. We refer, of course, to documentation. Thanks to the combined efforts of ICAO and IATA, the respective government and airline organizations, vast tangles of red tape have been slashed away during the past two years. But the task

is far from complete. A recent release from the International Air Transport Association reports that "... action by national governments, in line with ICAO recommendations, has eliminated many slow-downs and waste motions due to overlapping, conflicting or unnecessary demands for aircraft, crew, passenger and cargo documents for customs, immigration, health and currency control." The Atlantic and Middle East routes, according to this report, are "substantially free" from red-tape tie-ups. Difficulties are still experienced on routes to South America, Australia, Japan and the Philippines. And, quote:

"Operations inbound to the United States and Canada still present documentary troubles."

The world airline organization gives Canada a mention under the notation, "deviations which are troublesome," with special reference to "Canadian requirements for cargo documents."

It is realized, of course, that even unreasonable and bothersome customs and immigration formalities can't always be scrapped without setting ponderous legal machinery in motion. But let us hope that departmental complacency or inertia will not be allowed to obstruct the necessary reforms.

We should remember that any international air service is only as fast as its slowest terminal bus and as short as its longest documents.

## THE LAW SHOULD BE TOUGH

WE HAVE campaigned consistently for striking off the fetters of out-dated air regulations and for a full measure of freedom in the sky. Infractions of sensible safety rules, however, should be dealt with promptly and severely. One of the most serious offenders in the flying rule book is the criminal who menaces society by attempting to fly while intoxicated. It was distressing to read press reports about a Canadian pilot who took up an aircraft although he did not have a license and was drunk. It was even more disturbing to learn that he had been fined \$20 on each count. In the interests of flying and for the protection of the public, an offense of this nature should be dealt with so severely that others will be discouraged from following the example while the offender will have good reason never to repeat.

CANADIAN AVIATION



Editor