

More Airports

The number of licensed airports in Canada had reached the 371 mark by July 31, according to the DoT. This compares with 354 licenses in force on December 31, 1948, and 369 on June 30.

A Slight Delay

It will probably be about ten years before any further action is taken on the international airport at Windsor. The airport, which was really intended to serve Detroit, will not be necessary for at least a decade, according to the report on a study of the situation made by the CAA.

The proposed airport, if and when it is built, will be located in Sandwich West, which adjoins Windsor. A site was chosen but this met with considerable opposition from the local residents because of its proximity to a built-up area. However, it is not likely that this opposition will matter because the Sandwich West township council now favors a location several miles south of the first one. Although this will place the airport a slightly greater distance away from Detroit, it will still be only half the distance from the center of the American city of any major American airport.

The actual cost of building the airport, which would be borne by various American bodies, has been estimated at \$10,000,000. There has also been considerable opposition to the project from American sources. It would seem, however, that the CAA does not disapprove of the plan as a future project, but merely because it is felt that air traffic in the Detroit area does not warrant such an undertaking at the present time.

New Rules

Although helicopters have been around for several years now, nobody, except the DoT apparently, has given much thought about how they should be manoeuvred around an airport. Obviously, to make a helicopter conform to standard practices would be defeating one of the helicopter's big advantages, the ability to manoeuvre in a

small space. On the other hand, if they were allowed to move around as they pleased, they could become a definite hazard.

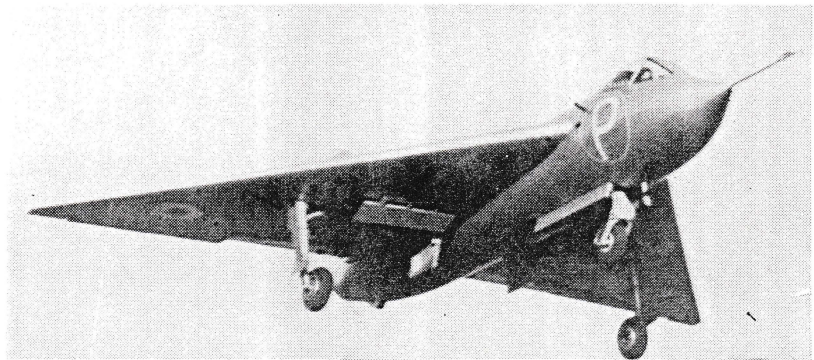
Here's how the DoT says it should be done: If the helicopter is equipped with two-way radio, the pilot may request permission from the control tower to make an approach and land on portions of the airport not normally used by conventional aircraft. In the same manner, the pilot may be authorized to take off from a similar area.

When not equipped with two-way radio, helicopters operating in control areas must be flown in a conventional

berta, last month officially opened new municipal airport. The event given extensive publicity in Edmonton papers and was attended by air from several Alberta centers, including Edmonton.

Airport at Sudbury

The Sudbury District Municipality is pressing a campaign to have an airport built at Sudbury. The Association claims that such an airport would serve the entire Sudbury district and that there is plenty of potential air traffic if the facilities were available. The necessity for an airport is also



ARROWHEAD: The Avro 707 delta wing research airplane first flew in September of this year. It was also displayed at Farnborough and has since crashed while on a test flight. Performance was secret but the 707 had a wing span of 33 feet; fuselage, length, 30 feet; overall length, 38 feet. Power was by a single Rolls-Royce Derwent. The aircraft was purely experimental and was intended for the examination of the qualities of the delta wing configuration. It is not known if another will be built.

traffic pattern and make the approaches and take-off in the same manner as conventional aircraft.

If the pilot of a helicopter not equipped with two-way radio is at a controlled airport and wishes to avoid taxiing to the point where conventional aircraft are beginning their take-off run, he may verbally request permission from the tower to take off from any point. When he reaches the take-off point agreed upon, taxi and take-off signals will be given by standard light signals.

Smoky Lake

Smoky Lake, a small town about 70 miles northeast of Edmonton, in Al-

berta, last month officially opened new municipal airport.

Sudbury has been after TCA service for some time now, but this company has advised that it cannot operate into the area until there is a suitable airport. The government, on the other hand, apparently thinks that there is no sense in building an airport until there is some evidence of air traffic.

Briefly

- Instruments for measuring and recording wind directions and velocities are described in the new Bulletin No. 6000, available from W. & L. E. Gurley, Troy, New York.