

News Roundup



BRANTLY B-2 HELICOPTER is being distributed in Canada by Associated Equipment Co. FAF price for basic machine, Canadian duty and sales tax paid, is \$21,995. Powered by 180 hp Lycoming, the 1600 lb. B-2 carries two, cruises at 100 mph. Total operating cost is estimated at \$18.63 per hour.

OW Terminal Opens

The ultra-modern \$6 million air terminal building at Ottawa has gone into public service. Initial reaction from Canada's travelling public seems to be all favorable. The big, handsome building went into use in mid-June, and was officially opened by Prime Minister Diefenbaker June 30.

Ottawa visitors describe the new terminal as a refreshing experience for any who have been through the small, dirty and crowded "chicken-coop" that used to serve as terminus in Canada's capital city. Whereas 50 people comprised a mob in the old building, the new one handles 500 with no difficulty.

The new Uplands building is expected to handle up to 400,000 passengers within the first year of its service. Within ten years, authorities are predicting that it will see up to a million people per year.

In addition to the usual airport facilities found in terminal buildings, the new edifice houses a DoT controller school and Canada's new National Aviation Museum (for more news about the Museum, see "Names in the News," this issue.)

Controllers Organize

The founding convention of Canada's newest aviation organization — the Canadian Air Traffic Control Association — was held early in May when delegates representing Canada's some 800 ATC controllers met in Winnipeg.

Don Morton of Winnipeg was elected first president of the embryo assoc-

iation, while Hugh Challis of Vancouver was named vice president. Other officers chosen were Herb Duggan, treasurer, and Les Bryant, secretary, both of Winnipeg.

The eight-man board of directors comprises one representative from each flight information region in Canada and includes: Jim Jordan, Vancouver; George Wilkins, Edmonton; Roy Cushway, Saskatoon; Don McLaughlin, Toronto; Ken Gray, Montreal; Jack Taylor, Moncton; Buck Buchanan, Goose Bay. A director still remains to be appointed by Gander FIR, which was unable to send a representative to the meeting.

Aims of the new association embrace research aimed at the solving of the many problems faced by ATC.

Membership will include corporate and associate members so that any company or private individual interested in the work of the association may join.

New Pat Bay Terminal

Tenders for the first stage of construction of the long-awaited new terminal building at Patricia Bay airport, serving Victoria, B.C., will be called before the end of the present fiscal year, March 31, 1961.

A DoT spokesman said the new terminal is expected to be completed in 1962 or 1963.

Local authorities have waged a four-year duel with Ottawa to get a deal on a better airport. The tenders will be for the first stage of an over-all airport improvement program.

Plans announced by Transport Min-

ister Hees in 1957 included a new terminal and lengthening of runways. Last year the runways were strengthened — but so far have not been made longer.

The Government has announced it plans to build a \$200,000 air terminal building at Port Hardy on the northern end of Vancouver Island. No details were given but it is expected tenders will be called before the end of the current fiscal year, March 31, 1961.

Crown Assets Sales

The Crown Assets Disposal Corp. annual statement for the year ended March 31, 1960, reveals that during the year under review, over \$200,000 worth of surplus aircraft and aircraft components were sold to various companies and individuals. Largest single purchase was that of a Lockheed aircraft complete with two engines, equipment and spares for \$32,500 by W. C. Hanaway, of Winnipeg.

Trans-Florida Aviation Inc. bought eight Mustang aircraft complete with Merlin engines for \$24,000, while James DeFuria, of DeWitt, N.Y. picked up 38 Merlins for the bargain price of \$5210. Avro Aircraft Ltd., of Toronto, is listed as having purchased aluminum sheets worth \$11,655. Canavia Corp. Ltd. acquired ten Sea Furies with engines for \$5000.

15,000 Pilots

There are now over 15,000 licensed civil pilots of all kinds in Canada, the most recent DoT summary of licensed personnel shows. The total actually went over the 15,000 mark some time during 1959 and as of March 31 of this year, had reached 15,689, up from 15,496 at the end of 1959 and 13,632 at the end of 1958.

Most of the increase continues to be in the private pilot category, which has shown near explosive growth in recent years. There are now 11,237 private licenses in force, an increase in the 15 months from the end of 1958 of nearly 1800.

A breakdown of the March 31, 1960, total (with comparable figures for Dec. 31, 1959 appearing in parentheses) shows the following: Glider 385 (376); Private 11,237 (10,596); Commercial 2449 (2338); Senior Commercial 434 (407); Airline Transport 1184 (1179).

Figures covering the same period for

Aug 160 AIRCRAFT

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