

Numerous devices have had as their objective, landings in dense fog, but none of these devices has, as yet, been found to be completely adaptable to civil flying. However, safe landings have been made in conditions of very low forward visibility. Research is being carried forward with "blind" landings as the goal and considerable progress has been made in this direction.

Royal Canadian Flying Clubs.—In the spring of 1948 there were 42 member clubs of the Royal Canadian Flying Clubs Association and, at that time, the clubs were making a considerably better showing than for the corresponding period in the previous year, due possibly to weather conditions.

At the end of 1947, the clubs owned 246 aircraft of a wide variety ranging from small "Cubs" to the twin-engine Cessna T-50's. Of this number 203 were in active use. The remainder awaiting a certificate of airworthiness, were reduced to spare parts, or had become obsolete. The clubs marked up a total of 41,000 flying hours and membership totalled 5,436. Of this number 1,738 members were under active flying training.

Ex-R.C.A.F. personnel have shown considerable interest in the club movement and some are acting on boards of directors; however, only a small percentage of ex-R.C.A.F. members are actually flying.

Many members of the clubs fly for recreation only, but the clubs have facilities for commercial-flying training and many young members look forward to a career in aviation.

Scheduled Air Transport Services over Canadian Territory*

Trans-Canada Air Lines.—Air traffic over the Trans-Canada Air Lines was heavier in 1947 than in any previous year and service extensions made possible an increase of 34 p.c. in carrying capacity. While the transcontinental route flown by T.C.A. has been shortened since July 1, 1947, by operation of the Great Lakes air route, over 1,380,000 more revenue miles were flown in 1947 than in 1946.

Flight equipment at the close of 1947 included 30 Douglas DC-3 and 11 Lockheed Lodestar aircraft. Introduction of pressurized North Stars was delayed by production problems, but three newly delivered aircraft were being used for pilot training at the close of the year and were being prepared for domestic operations.

Since July 1, 1947, all transcontinental flights have been scheduled over the shorter Great Lakes air route, reducing the flight time between Toronto, Ont., and Winnipeg, Man., and providing Sault Ste. Marie and the Lakehead cities with their first main line air service. A daily scheduled service between Winnipeg, Man., Saskatoon, Sask., and Edmonton, Alta., now connects with the transcontinental service. Northern Ontario is served by a local operation between Toronto, North Bay, Porquis and Kapuskasing. Medicine Hat and Swift Current, Sask., have been included in the transcontinental schedule. A new international operation was inaugurated on Apr. 1, 1947, with a service between Halifax and Yarmouth, N.S., Saint John, N.B., and Boston, U.S.A.

T.C.A.'s route miles increased by 1,248 to a total of 7,759 during 1947, and six more cities were included as points of call.

* See map at the front of this edition.