

tant aerial highways of the future will pass, almost without exception, over the Arctic.

The National Research Council's aeronautical laboratories, wind tunnels and other testing equipment were tremendously expanded during the war and now are being used to advantage by the Canadian aircraft and other industries. Such important projects are being carried on as research into the behavior of new jet airplane engines under Arctic conditions. Electrothermal de-icing for wings and propellers has been developed. Models of a modern "flying wing" glider and the full-sized glider itself are being test-flown to obtain data which might be useful in construction of powered aircraft. A range of instruments produced for making meteorological measurements is of international interest.

The distance indicator, one of Canada's contributions to radar flying, was developed by the National Research Council and TCA and is now being used experimentally. The Instrument Landing System, by means of which airliners are enabled to land in dense fog, is also being experimented with by TCA test crews, and is being installed by the Department of Transport at several Canadian airports.

A line of fully-equipped, first-class airports has been built and maintained across Canada by the Government 100 miles or less apart connecting the principal centres of

Snow removal is the greatest problem which Canadian airports have to contend with. However equipment like the blower below keep Canada's aircraft flying in all types of weather

