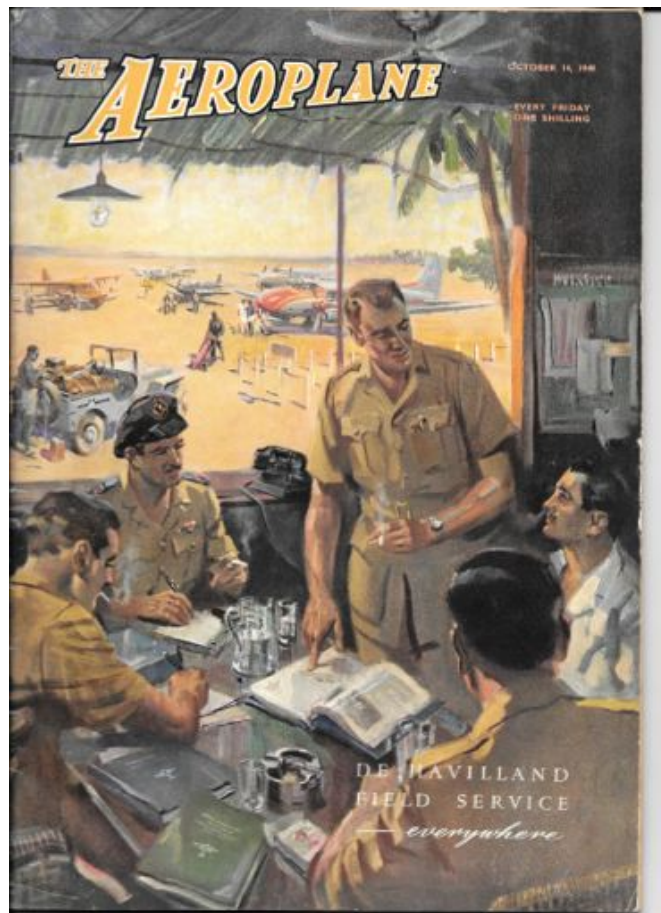


When Gander was news - “The Aeroplane “ magazine

In 1949 trans-Atlantic travel was starting to take on a new dimension. Constellations and DC-7 airplanes were now fairly commonplace and even the less rich could dream about an intercontinental flight.

But one point was sure – without Gander as a waystation, none of it would have been possible. And this was reflected in the publications of the day in both general and specialised publications. One such case was the well-known Aeroplane magazine published every Friday in Britain.



The photos in this 14 October 1949 issue are of the type very often seen today. But in 1949, Gander was still interesting to read about and perhaps a bit exotic to visit.

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(Right) Gander's passenger-imperson building deals almost entirely with transit passengers. The airport, as one of the best staging posts on the North Atlantic route, has very little local traffic.



(Below) Gander airport on the east coast of Newfoundland, 41 miles ESE of Bonaville, the old trans-Atlantic flying base, is one of the most vital trans-Atlantic links. At present, passenger arrangements are made and on descending from heated aircraft passengers have to traverse large areas of icy apron with no protection against being wind or later rain.



Canada's Atlantic Gateway

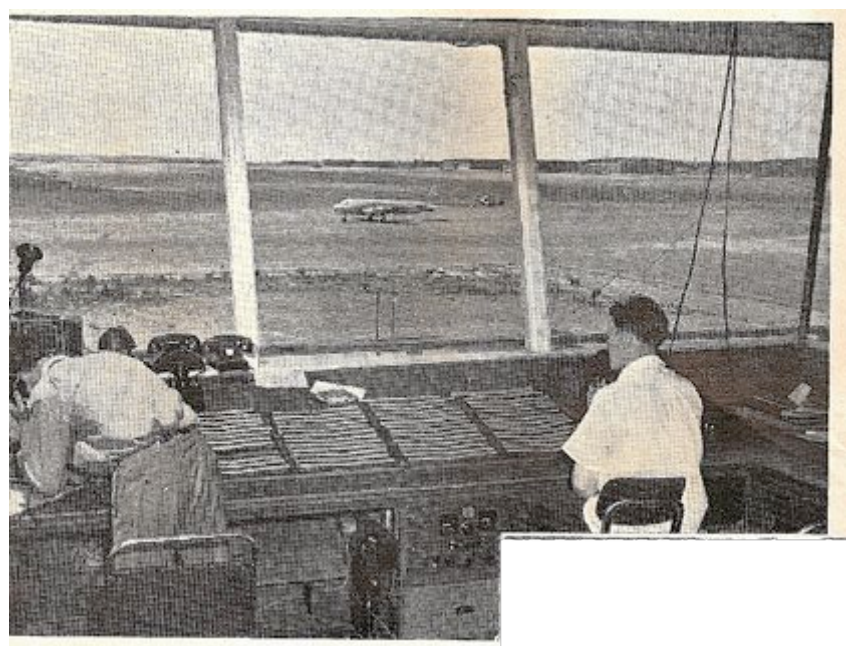
Gulf Radio for Gander's approach control is transmitted on two frequencies, six of which are reserved for Atlantic traffic. Aerial control is exercised on four frequencies. In addition, radio aids at the airport are the I.T.A., W.C. N.A., Radio Range and G.C.A. There are three runways each 2,000 yds. long and one 1,500 yds. long all capable of taking aircraft of up to 150,000 lb. gross weight. (Below) Civil P.A.A.'s headquarters at Gander's airport. Earlier this year Canada was able to negotiate route rights in the U.S. for T.C.A., chiefly by the timely offering of guaranteeing power acquired through the transfer of Newfoundland sovereignty to Canada. Previously the Canadian Government had said that it may have to revise its rights of U.S. air lines using Gander, because of the United States' policy in granting T.C.A.'s application to operate to American cities.





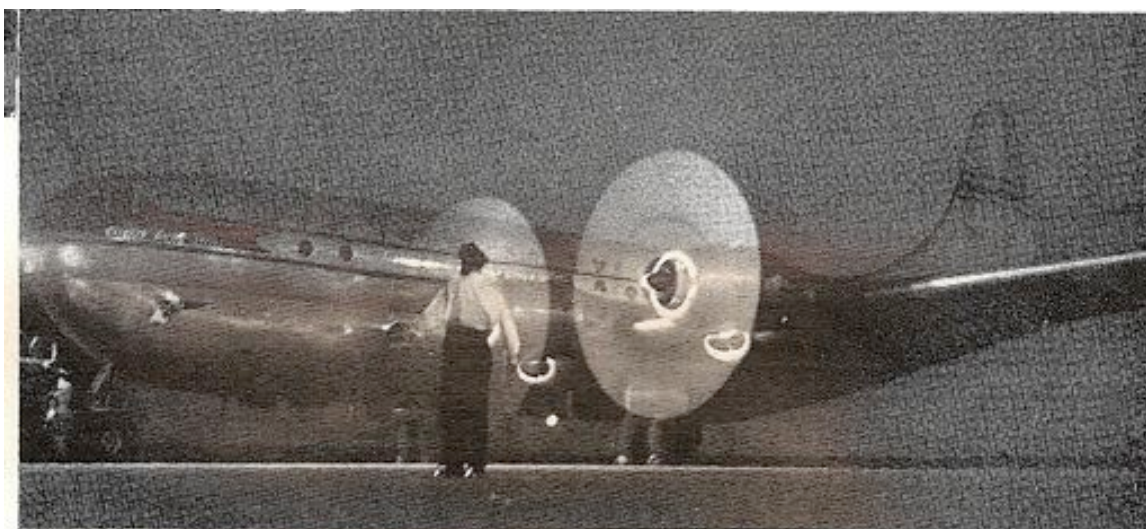
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(Right) Gander's passenger reception building deals almost entirely with transit passengers. The airport, as one of the chief staging posts on the North Atlantic route, has very little local traffic.



Canada's Atlantic Gateway

(Left) Radio for Gander's approach control is transmitted on ten frequencies, six of which are reserved for Atlantic traffic. Airport control is maintained on four frequencies. In addition, radio aids at the airport are M.F. D.F., H.F. D.F., Radio Range and G.C.A. There are three runways each 2,000 yds. long and one 1,500 yds. long all capable of taking aircraft of up to 150,000 lb. gross weight. (Below) One of P.A.A.'s Strato-cruisers on Gander's tarmac. Earlier this year Canada was able to negotiate route rights in the U.S. for T.C.A., chiefly by the newly obtained bargaining power acquired through the transfer of Newfoundland sovereignty to Canada. More recently the Canadian Government has said that it may have to revise the rights of U.S. air lines using Gander, because of the United States' delay in granting T.C.A.'s application to operate to American cities.



(Below) Gander airport on the East coast of Newfoundland, 40 miles ESE of Botwood, the old trans-Atlantic flying boat base, is one of the most vital trans-Atlantic links. At present, passenger arrangements are crude and on descending from heated aircraft passengers have to traverse large areas of icy apron with no protection against biting winds or bitter rain.

