



CL-44 PRODUCTION. Well on its way to completion on Canadair's production line is this first CL-44 turboprop transport for the RCAF. In addition to the military order for 12, two U.S. carriers have purchased 15 of the near 400-mph transports in a swing-tail freighter version. Why should Canadian companies pass up aircraft of this calibre is the question asked below.

Have We Throttled Our Vital Aircraft Industry?

By W. James Beale

The decision to cancel the Avro Arrow program has been widely debated. Understandably, main emphasis has been on military implications of the move.

There have been questions as to the wisdom of depriving NORAD of a weapon of the Arrow's capabilities despite the present and continuing need for effective over-all air defense.

Against this is the contention of rapidly diminishing requirements for manned aircraft, coupled with the argument that Canada simply cannot afford to underwrite development of any modern weapons system. Any marginal advantage Canadian forces might enjoy with a weapon specifically designed to their needs, it is maintained, is simply not worth the price to taxpayers.

The question, however, goes much beyond strictly military considerations. For the Arrow decision and its aftermath, including the attitude in which new projects will be approached, will decide the fate of an entire industry. Which leads to the basic problem:

What is the value to Canada of a live and thriving aircraft industry?

Perhaps this is best answered by repeating some published words of mine from years gone by:

In 1952: "The scrapping of the Avro 'Jetliner' has put the industry back fifteen years."¹

In 1953: "Even apart from the cold war and present world conditions, it is certain that Canada will become a great and leading nation. Her achievements and command of respect at present are no mean indications. This will entail responsibilities for which an efficient army, navy and particularly air force are "musts." The latter,

¹Letter to the Toronto Star.

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coupled with the growing demands of our civil air services calls for a live and thriving aircraft industry.

"No country can provide an aircraft industry solely for civil requirements. The design and production of military craft provides much data which are subsequently used for civil types. In the materials field alone, high-speed jet-propelled fighters have provided a testing ground and taught us much that will go to providing greater safety in the structures of civilian aircraft.

"While military and civil requirements are interdependent so far as the establishment of an aircraft industry is concerned, such an industry plays a big part in the development of other engineering groups whose applications are far from being confined to aircraft manufacture. An example is in the field of hydraulics. And also in electronics, radar and the like, other avenues are opened.

But above all, an aircraft industry brings into being a large pool of qualified engineers and craftsmen of the highest order. Aeronautical, mechanical and electrical engineers, stressmen, draftsmen, metallurgists, radiologists,