

# Editorial

## A VOICE FOR THE INDIVIDUAL

The latest movement afoot to organize a Canadian Aircraft Owners and Pilots Association, or its equivalent, is deserving of support from all phases of the aviation industry. There is a long felt need for some organization in Canada to provide representation for the individual pilot or engineer, and the owners and operators of non-commercial aircraft. At present these persons have no choice but to accept any regulation that is imposed on their activities by the Government, or even by other segments of the industry. The AOPA in the U.S. has offered the Canadian group the benefit of its experience in setting up the machinery necessary for this type of organization. This is a big step and should convince doubters that considerable effort is being put forth. The AITA is providing backing to the extent that it is supplying office space in Ottawa for a temporary headquarters. There are close to 9,000 individuals in Canada who could qualify for membership in a Canadian AOPA. The need is such that we think a very large proportion of these would give their support. It is certainly to their advantage to do so.

## A GENEROUS LEAVENING

TCA's order for fifteen Vickers Viscount 700 transports has been received with considerable enthusiasm in Canada as well as the U.K. As far as the U.K. is concerned, "enthusiasm" is probably an understatement . . . "elation" would be a more appropriate word.

From our own viewpoint, we are happy to see such a large order go to a British company for several reasons. The first of these is that it renews ties with the British aircraft industry. For some years now military and civil aviation in Canada has been increasingly influenced by American aviation. While the geographical proximity of the two countries makes this natural and advantageous, Canada stands to gain much through a generous leavening of British influence.

**Bold Experiment:** In their achievements in the development of gas turbines and gas turbine powered aircraft, the British have shown that such slogans as "Britain leads the world" are no idle catchphrases. Following World War II the British industry started an all-or-nothing-at-all jet propulsion program. They had to take a powerplant that was not very far from the experimental stage even for military use, and develop it into a practical civil unit. That they have done this is now generally accepted. Their achievement was not the result of luck; everything they have done may be credited to hard work. The bold experiment is paying off.

There are still a few scoffers who say that gas turbines are still at least five years away. Yet there is no ignoring the fact that at least half the orders that British companies hold for turbojet and turbo-prop airlines would have gone for U.S. piston engine aircraft if the purchasers had not thought that the time had arrived to start the introduction of gas turbines. Consequently, Britain is back in the civil airliner business in a big way.

**Good Thing:** It is for these reasons we think that the strengthening of British influence on Canada's aviation scene is a good thing. The ability to come from behind and win is an asset in anybody's book. At the same time, look for a rapid recovery from the U.S. in respect to civil jets. They have been caught short, but it won't be for long.

Another thing about this order that impresses us is that TCA was obviously making its own choice in picking the airliner that its engineers and operations people thought could do the best job. It has never ceased to amaze us that TCA was not pressured into ordering Jetliners (we imply no discredit to the Jetliner). With such a big government stake in this project, it was generally accepted that the Canadian air line would not have much to say in the matter. Whether this was because Mr. Howe refrained from applying pressure, or because TCA officials had the courage to resist such pressure, we do not know. It is probably to the credit of both that the air line was ultimately able to make its own choice in its own time. In the selection of Viscounts, we think that a sound decision has been made.