

editorial notes

THE NEW DEFENCE MINISTER

DEFENCE Minister Paul Hellyer lost little time in getting a briefing on his new responsibilities last month after the new Liberal Government took office.

WINGS IN SPACE takes this opportunity to congratulate the former defence "critic" and new Minister of National Defence, the Honourable Paul Hellyer on his appointment in the Liberal ministry of the Rt. Hon. Lester B. Pearson.

His experience and knowledge of defence matters



will stand him in good stead in the important coming months of decision. It will take all his tenacity, forthrightness and courage to restore Canada's military prestige, particularly as regards Canada's responsibilities and commitments vis-a-vis nuclear Bomarc warheads and other defensive nuclear weapons.

Mr. Hellyer, in the photograph, checks out a CF-104 Starfighter during his visit to the RCAF's NATO Air Division in Europe. Briefing him on the capabilities of the supersonic strike-reconnaissance aircraft is W/C O. B. Philip, OC 434 (Bluenose) Sqdn., of No. 3 Fighter Wing, Zweibrücken, Germany.

DOUGLAS HARKNESS, MP — A MAN OF PRINCIPLES

IT HAS been said of men in public life that many of them "oftener changed their principles than shirt."

Not so Douglas Harkness, the former Minister of National Defence! His resignation from the Diefenbaker ministry over the matter of Canada's nuclear defensive commitments to her Allies was but one of a series of events which helped precipitate the downfall of the former government.

During his years as Minister of National Defence he earned the respect and admiration of his Navy, Army and Air Force chiefs and the many serving and ex-service per-

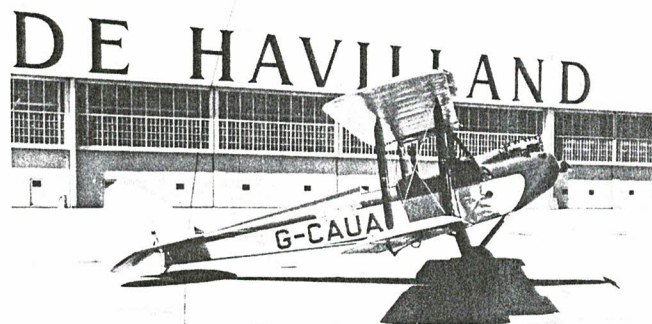


CIRRUS MOTH BIPLANE TO MUSEUM

HISTORIC events and things are often overlooked in this modern age of hustle and bustle. Far too much of our Canadian heritage has fallen victim to the wrecker's hammer and the clod's indifference.

It is heartening to know how much of our historic aviation heritage has been preserved. One recent event deserves mention.

The Cirrus Moth biplane illustrated here was recently donated to the National Aviation Museum by



Carl F. Burke, managing director of Maritime Central Airways. Since September, 1962, 10 de Havilland employees, some of whom worked on similar type aircraft more than 30 years ago, have spent approximately 1,400 man hours restoring the aircraft to near perfection. It was turned over to the Museum at a ceremony at the Downsview plant on May 10.

This aircraft, G-CAUA, was the 15th completed by the then newly organized Canadian de Havilland Company in 1928 and was delivered to International Airways Ltd. at a cost of about \$3,000. Mr. Burke acquired the aircraft in 1933.

sonnel who had dealings with him. He fought a losing battle on behalf of the RCAF in particular, and because he felt so strongly about the rightness of their recommendations, he espoused them as his own and resigned his high office rather than compromise his principles.

Canadians generally recognize and honour the qualities of integrity which he demonstrated. His electors have already given him a decisive mandate and we are glad to join with our many readers who would wish us to commend him as well, and wish him luck in his future public life.