



# Editorial

## All Things Considered

A year has just passed in which aviation in Canada received some setbacks, but on the whole began to show signs of rallying before it was too late. As a matter of fact, it has probably been the best peacetime year ever. And when it is considered that after the war it was a case of starting all over again from scratch for many of the concerns now engaged in either manufacturing or operation in Canada, the year looks even better.

Let us take stock of what there is as the new year gets under way. The most impressive happening during 1948 was the order for 26 Canadair Fours which Canadair Limited received from BOAC and CPAL. This incidentally brings up the most surprising happening of the past year, the awarding of the Pacific routes to CPAL.

A. V. Roe Canada, meanwhile, is also working on several projects which will take more concrete form in 1949. There is, uppermost in everybody's mind at the moment, the C-102, which will undoubtedly be given its first flight before many months pass. The jet fighter was also on the tip of many tongues for a time, but government officials merely looked glum and let the public take all reports about the fighter any way it wanted. In any case, when the jet is unveiled, it will be a significant achievement.

Just as unique to the Canadian aircraft industry will be the Orenda, the new and larger turbine which will probably push out something like 5,000 pounds of thrust. At the same time, development work is continuing on the Chinook, and the thrust output is up to 3,500 pounds.

The de Havilland Aircraft, although receiving no government assistance in the form of contracts, with the exception of Vampire assembly and a few odd modification

jobs, seems to be getting along quite happily under its own steam. Both the Beaver and the Chipmunk, in addition to being good looking, are proving quite popular. With repeat orders now beginning to come in, the future of both seems reasonably well assured. De Havilland is, of course, also in the news as the possible builder of the North American F-86 in Canada. This could be a meaty contract to receive.

Also receiving mention as a likely prospect to receive the North American contract is Canadian Car and Foundry. And why not? This firm built Curtiss Helldivers during the war, just about as complicated a piece of machinery as the F-86 is likely to be. Right now Canadian Car is chiefly engaged in large-scale Harvard modification and overhaul for the RCAF, as well as the production of the evergreen Norseman.

Still in the light plane picture is Cub Aircraft of Canada. Re-organization and new financing has taken place at Cub and the directors of the firm are looking forward optimistically to new markets for both Cub products and the new Stinson line which the parent company has taken on.

One of these markets is expected to be a result of the pilot subsidy scheme which went into operation on January 1, after a long uphill battle to gain government recognition for its need—a battle, incidentally, in which *Aircraft and Airport* played a prominent part by publicizing the need for some form of subsidy.

Looking back at 1948, one is moved to say that it could have been worse; looking ahead to 1949, we think that it will be better.

## A New Look

Readers will note several changes in *Aircraft and Airport* this month, among them being the addition of several new departments, as well as a new and more attractive cover design. Some of the old departments have been eliminated and a different approach is being taken to others.

Through the new departments and the re-arrangement of the old ones, *Aircraft and Airport* hopes to be able to give a better cross-section of what is happening in the aviation industry in Canada. In addition, the departments will be such that the reader will have no trouble in finding the particular thing in which he is interested without having to go through any great search.

There is a constructors' section where the news of

Canadian aircraft builders will be assembled every month. In this section there will also be brief coverage given to builders in other countries, especially in cases which have some connection with Canadian firms, or which will be of particular interest to the industry in Canada.

There is another new department which covers the activities of large air lines. Yet another section will keep you up to date on small operators, including the flying clubs and commercial schools.

*Aircraft and Airport* is keeping up to date with the aviation industry, and you can keep up to date with *Aircraft and Airport*.