What investment opportunity?

Expansion is the key to Canadian aviation today — but is it enough? Some 80 multi-engine aircraft were imported from the U. S. last year.

Most of the light planes in Canada today are imported from the U. S. — which is also true of helicopters, business aircraft, aircraft engines, flight instruments and aircraft communications equipment and radio aids.

The stock answer is: there isn't the market. But is this true? Or is it just lack of courage or an inferiority complex which makes everything designed and produced in the U. S. better than a Canadian product?

The de Havilland Beaver, Otter and Chipmunk were conceived, designed and built in Canada to find world markets. This is also true of the PSC Applied Research's R-Theta navigation computer, Computing Device's equipment, the Orenda engine and the Avro CF-100.

But it is just a trickle in the torrent. Canadian industries have been slow to spend money on research and development — to produce the better mouse trap and seek recognition. For it must make sense that if the product is good enough the world will beat a path to the manufacturer's doorstep.

Take an example: in a country where ice and snow are everyday hazards Canadian aviation uses U. S. aircraft and ground heaters which are not 100% efficient or light enough under extreme Arctic conditions. The opportunity is there and the Canadian investor is ready and willing. The Canadian investor should be given an opportunity to help the industry overcome its only major problem — a shortage of funds.

In commercial aviation the picture today is similar, rapid expansion of flying activities through DEW-line and Mid-Canada line air freight lifts with ready profits resulting. Now commercial aviation companies have the funds necessary to compete in world markets for air freight, overhaul servicing and airline operation.

If consolidation of operations and streamlining are necessary to purchase newer equipment the Canadian investor should be given the opportunity to participate. The result can only be beneficial, funds for the industry and support from a larger segment of the business world.

Such support can mean a number of things to an operating company going it alone. Probably the greatest significance would be support in Ottawa and in the financial centres of Toronto and Montreal with their strong friends in high places which has resulted in the rapid economic expansion of the nation.

Too many segments of the business world still regard commercial aviation as a bottomless well to sink money into — a memory throwback to the 'thirties. It is up to the industry to acquaint the business world in general that commercial aviation today is not just a fly-by-night canvas structure held together by piano wire but one of the nation's larger industries.

D.O.T. leads world

The Department of Transport is to be congratulated on its order for the establishment of a surveillance radar system across Canada.

Too often the Department of Transport has been the whipping boy for Canada's aviation shortcomings. With this latest move the D.O.T. has proven its ability to plan ahead and act on the basis of forward thinking.

As a surveillance radar system the D.O.T.'s will be second to none in the technical qualities of the individual installations, their range, accuracy and presentation.

But the system provides more—the 15 installations will give traffic controllers the ability to keep continuous track of aircraft flying airways across Canada. For the pilot this means increased safety of operation.

Chances of a mid-air collision under radar surveillance will be all but eliminated. Pilots will be able to receive continuous position reports and advance accurate information of thunderstorms in their path.

What is most remarkable about the plan and order is it gives Canada a world lead in continuous radar surveillance for civil aircraft. Variations of similar systems are under discussion in the U. S. but no agreement has yet been reached there.

The result may well be that the U. S. which has long led the world in radio aids to navigation may turn to Canada for an economical and efficient continuous civil radar surveillance system.

International Incident?

Those who sought to create an international incident out of the crash-landing of a United States Air Force Globemaster at Hamilton's Mount Hope Airport were obviously clutching at straws.

We think it's a favorable reflection on our way of life to have any incident involving "armed" military personnel such a rarity as to rate front page coverage.

But let's not go off half-cocked.

The "guarding" which was undertaken was solely to prevent injury in the event the aircraft's leaking fuel tanks exploded.

The critical emergency in this instance developed at the last minute when the aircraft's main undercarriage failed to lower during the final approach. With no time to make other arrangements, USAF personnel enforced normal safety measures themselves until they could be replaced by RCAF guards—the same action we believe an RCAF crew would take in a similar situation.