



the **ARC** Portable COMMUNICATOR

TYPE 12
VHF 118-148 mc



Here's the answer to a need of both military and civilian aviation and other industries as well—a two-way VHF radio communication set that is easily *portable*, requiring only the addition of a 24 volt dc power source. Both transmitter and receiver combined, packed in a handy carrying case, weigh only 37 lbs. With sectionalized antenna, it can be set up quickly anywhere.

Principal uses are for ground or shipboard communication with aircraft. It is useful also to oil and mining prospectors for either ground-to-plane or ground-to-ground communication over rough terrain.

The assembly consists of the R-19 VHF Receiver and a choice of the T-11B or T-13A VHF Transmitters—all widely used by Army, Navy and Air Force. Distance range is 50 to 100 miles, with aircraft at 3000 to 10,000 feet and ground antenna at 30 feet.

Size of case is 18 $\frac{1}{8}$ by 8 $\frac{1}{4}$ by 18 $\frac{1}{16}$ inches. Loudspeaker and/or headset. Write for complete details.



Dependable Airborne
Electronic Equipment
Since 1928

Aircraft Radio Corporation
BOONTON NEW JERSEY

ANTHONY FOSTER & SONS LTD.
302 Church St., Toronto, Canada
SOLE CANADIAN DISTRIBUTOR

paredness Association at the organization's recent annual meeting in Ottawa. Mr. McLagan is president of Canada Steamship Lines, Montreal.

According to a recent announcement from H. E. Rice, manager of the electronics division of Canadian Westinghouse Co. Limited, Hamilton, John D. Houlding has been named assistant manager of the division. In his new capacity, Mr. Houlding will be in charge of the engineering, manufacturing, and sales programs for Westinghouse's commercial and defence electronics products.

Formerly electronics division sales manager, he is succeeded in this position by W. J. Cheesman.

★ Charles Grinyer has been named assistant chief engineer in charge of development at Avro Canada's Gas Turbine Division, it has been announced by Val Cronstedt, Divisional director of engineering. Mr. Grinyer joined Avro Canada some 18 months ago. He was previously employed by The Bristol Aeroplane Company in the U.K., where he was chief development engineer (Turbo). In his present capacity he will report directly to Mr. Cronstedt.

LETTERS TO THE EDITOR

Contradictory Editorial

Sir:

Your editorial "An Unpalatable Suggestion" in the October issue of *Aircraft* was very interesting. If you want to be objective and fair about it, a rereading will reveal that it is largely contradictory.

You say that we might be faced with a choice between occupation by Russia or subservience to the U.S. Then you go on to say that there is a third alternative which our countries are already following. As this third alternative apparently does not involve accepting either one of the first two, and as it appears to be eminently satisfactory to Canada and the U.S., what is the controversy about?

Further on, you say that we should confine ourselves to a sort of "paper operation". You admit, however, that the radar defence of our two nations has gone considerably beyond the "paper" stage and find it acceptable. What would be unpalatable about further co-operation?

One thing you cannot deny is that if North America were invaded, we would have to fight alongside the Americans. Doesn't it seem reasonable that our weapons and battle procedures should be integrated? Would not this be more sensible than depending on shipments from England, for example—which might itself be under siege—of weapons of a different calibre and materiel that could not easily be interchanged with American ordnance? I believe that most everyone admits that a major war

will involve North America, either as a battleground or an arsenal. Therefore, to build and stockpile for a theoretical war, where weapons will be built in different calibres to satisfy national "prides" seems to me to be the height of something or other.

It is not a question of British weapons, for instance, being inferior. In fact, they might, in many respects, be superior. But World War II proved, to anyone who wants to be fair about it, that with attritional night bombing we might be fighting that way yet. It was the heavy bomb load carried by American planes, that was a deciding factor in Europe at least. This does not involve any arguments about the respective merits of Lancasters or B-17's. The point here is that B-17's (even if you insist they were inferior) were there in sufficient numbers to tip the balance. And it is more than likely that American mass production will be called upon again to turn the trick. The cold fact is that England cannot mass-produce to carry on a modern war.

If you choose to ignore the weapons argument, and continue it on a racial basis, I believe you will find much opposition for your thesis there, too. As I do not want to become too deeply involved in personalities (national), I shall confine myself to only a few brief comments on this aspect of the question. Many Canadians are much more American than British in background and blood relationships. A few years ago you had a Navy mutiny because of the caste system which was a carryover from the Royal Navy. Currently there is a movement to "modernize" some of the Canadian armed services uniforms. The conclusion here is that many of our servicemen would not greatly resent a closer tie-up with the Americans.

To return to your "paper organization" for a moment, you don't think co-operation should go beyond the paper state? If we do not do more than set up a paper organization, discussion of future plans, after an atomic bomb attack, might be academic.

ROBERT J. BRUCE

Val d'Or, P.Q.

Air Defence Review ★

Sir:

I have just read with interest the October issue of *Aircraft*, and want to congratulate you most sincerely on this splendid publication. Your annual review of the RCAF is extremely well done, and will give the reading public a clear picture of the development and growth that has taken place in Canada's air defence.

The articles on "Chain of Command", "Home Team", "RCAF Abroad", "Bricks, Steel & Mortar", "Training for Defence", and "RCAF Air Line", are all most informative, and carry out the general purpose of keeping the Canadian public acquainted with the RCAF, upon which they are spending so much money.

This issue will not only help to make for better understanding of what the Air Force is doing but will also act as a morale builder for every officer, N.C.O. and man who go to make up the team of which all Canadians can be justly proud.

W. A. CURTIS, AIR MARSHAL
Toronto

RL 907-0