

editorial

Belgium's CF-100 Order Solace on the Jetliner

Belgium's decision to equip squadrons with Avro Aircraft Mark V CF-100s has been rightly heralded as a milestone in the development of the Canadian aircraft industry.

This endorsement under competition of original Canadian design and production capabilities in the military jet field is of course of most significance to the Avro and Orenda teams whose efforts created the CF-100. Acceptance of their product on the world market should be a source of some solace, however small, to the disappointing, and in some quarters still bitter, memories on the Jetliner project.

Hindsight is a faculty which lends itself equally to sagacity or sour grapes. We're quite willing to risk the latter tag in pointing out the Jetliner was the product of the same creative talent and careful workmanship which has brought the

CF-100 to its present stage of continued and new recognition in a market glutted with military interceptors.

The Jetliner was a bid to tap the world's commercial jet market at a time when the field was still virgin territory. The present multimillion-dollar backlog of airline jet orders is ample evidence of the potential passed up.

Sour grapes if you will! A place among leaders in the commercial jet field, with its stature and assurance of a steady demand for production, is a missed opportunity not easily dismissed from memory.

It is to be hoped that the forward thinking through which the Canadian industry has carved its present niche in world aviation will be spurred to new achievement by the vote of confidence in the CF-100 project.

Go Cautiously in Shadow; But Go!

The development potential of the air transport industry in Canada has been given considerable attention in Canadian Aviation over the past few months. Everywhere there is evidence of operators straining at the bit in the wake of fleet build-ups to meet defense requirements which have now been fulfilled.

In this situation, it is inevitable that there be anxiety lest the unsound and too rapid expansion of commercial routes lead to a duplication of services which will preclude economic operation on the business available.

This is the shadow under which members of the Air Transport Board must deal with applications from carriers determined to keep their augmented fleets solvent.

But it is "a shadow"; not a barrier.

The fact that most of the Air Transport Board's recent major decisions have been stamped "Application Denied" is cause for concern. It is possible that anxiety to prevent uneconomical duplication has been translated into a limited policy of maintaining the status quo in applications where there is the least doubt of sufficient available traffic.

This is an attitude which does not augur well for the future plans of commercial operators. Traffic potential will remain just that — "potential" — unless there is an opportunity to develop it through service.

Better to give those with vision and initiative their inning than to call the game because a single cloud casts part of the field under a shadow.



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