

Airmail

Letters from our readers



Ed Burt with the left wing section of the Nike booster rocket used in the launch of Arrow free-flight test model number 5.

along the bottom. Thirdly, the model came into the water at a glide angle of around 36 to 38 degrees; being streamlined with a very low frontal drag area it just simply kept on flying in the water, just as it did in the air, until the model hit the bottom and plowed up whatever little sand and rocks were laying on the flat limestone bed rock.

We simply have to go back to the location of the side scan and follow the contour to where, as you can see on our Web page, a model laying on the bottom surely lies at the other end of the skid mark.

Again, a very impressive article.

— **Ed Burt**

**Ocean Scan Systems
Belleville, ON**

Ed, thanks for the compliment and the clarification, though I think the jury remains out about the underwater flying capabilities of the free-flight test models. Nevertheless, let us know if you find

anything in them skid marks.

— **Ed.**

Skid marks revisited

I just received a copy of your July-August magazine and I want to tell you that the article "Arrows in the Abyss" was absolutely fabulous. The in-depth research certainly gives the story a lot of credibility.

One small point though: the statement "there is some doubt surrounding the origin of Ed Burt's skid marks," requires clarification. First of all, ice scours do not exist even in the shallow water in this area as it is mostly flat rock on the bottom. right out into the shipping channel and international border. Secondly, if you look at our Web page, www.oceanscan.com, you can see the side scan of a skid mark with pieces of the Nike booster housing, wing section and other bits scattered around as the booster plowed

What's in a name?

Congratulations on a first class publication. I recently saw your magazine for the first time and was very impressed, particularly with the excellent article on the Martin Mars in the May-June 2004 issue of *Canadian Aviator*.

However, I would like to comment on the letter from Mr. Andrew Buzinsky (Airmail, May-June 2004) on the naming of the Saskatoon Airport after John Diefenbaker.

Like Mr. Buzinsky, I was appalled by the decision to cancel the Arrow and still regret the long-term consequences for Canadian aerospace endeavours. I know that you have

many readers who were not even born at the time, but I can assure them that this was a very dramatic event, almost traumatic. I have never been a fan of Mr. Diefenbaker since that time. As for naming the Saskatoon Airport after Mr. Diefenbaker, I can live with that despite the fact that I deplore his Arrow decision. After all, he was a Prime Minister of local origin (quite rare in the West).

There is another re-named airport which is of more concern to me, but which seems to have passed almost unnoticed. That is Dorval Airport, which was recently renamed Pierre Elliot Trudeau International Airport. If there is any person in Canada who should not have his name attached to Dorval Airport, it is Mr. Trudeau.

Irony abounds: Dorval started as an RCAF Station and played an important and decisive military role during the Second World War as a staging point for air force units and the RAF Ferry Command taking aircraft produced in the U.S. and Canada to Europe. It is well known as Dorval in the literature of the period. Mr. Trudeau, however, opted out of the Second World War personally and there are some suspicions that he did not support Canada's involvement at all. He never denied this. He was antipathetic to the military throughout his personal and political life.

What is more, Mr. Trudeau's pet project was Mirabel, which was intended to replace Dorval, but turned out to be a white elephant. This hugely expensive airport still sits relatively idle. If Mr. Trudeau would have liked an airport bearing his name (which I doubt), I suggest that it should be Mirabel, not Dorval.

As for the Dorval airport, how about naming it for one of the many people who lost their lives flying from there in support of pre-war efforts to open up Canada or in wartime contribution to the Allied effort?

— **Dennis R. Hopper**
Ottawa, ON