

# Voice of the Reader



## Letters to the Editor Expressing Readers' Viewpoints

### Jetliner Orders?

Sir:

I thought at the time that the public's faith in Canadian aircraft engineering skill must have received a nasty jolt during the election campaign, when asinine criticisms were leveled at the DC-4M. There are foreign designs far more deserving of severe criticism.

But faith does seem to be lacking in this industry. Canada has a hard task to compete successfully with British and American engineers, which is all the more reason why promising designs should be backed to the uppermost.

In Britain, the C class flying boats, the "Tudors," the "Comets," and the "Princess" boats have been ordered off the boards. The "Tudors," admittedly, were not a success, but the manufacturers were not entirely to blame. Nor was it ever proved that the loss of the two "Tudor IV's" over the sea, was due to structural defects.

Britain and Canada are temporarily ahead of the United States by virtue of the fact that they each have a jet passenger plane flying. De-Havillands should be well away with 16 on order (14 for BOAC and two prototypes), but what of the AVRO (Canada) C-102? What orders have been placed? Surely TCA have long ago studied the economics of this type of machine and come to a favorable decision. Otherwise, why would A. V. Roe (Canada) Ltd., build a machine of unproved economic value? Could it be that turbo-prop. aircraft, for short range work anyway, now look a more attractive economic proposition?

Whatever the reason for the seeming lack of orders for Canada's own jet transport, valuable time is being wasted. With her unequalled ex-

perience in the building of large military jet aircraft, it is inconceivable that America has not, by now, a similar design on the drawing boards.

Yours truly,  
I. Scott-Buckleuch,  
18 Rosemount Ave.,  
Toronto 10, Ont.

### Warren Plans Book

Sir:

Please tell me if Arnold Warren ever published the book "Let's Learn to Fly" and if so where may I obtain it.

Yours truly,  
W. E. Hooper,  
12027-102 St.  
Edmonton, Alta.

Note—Mr. Warren writes that he is planning to publish "Let's Learn to Fly" in book form but has not done so yet. He has written a new chapter describing the best methods of instruction. It will appear in an early issue of Canadian Aviation.—

The Editor

### RCAF "Delinquent"

Sir:

First I would like to congratulate you on the finest magazine printed on Canadian aviation. I was particularly pleased when you published on your cover of a few months back a photograph of CF-DDL, a Taylorcraft operated at Banff, Alberta, by pilot Al Gartz whom I know casually. However, what moved me to write this letter was your article on operation "Eagle" and the RCAF in Western Canada.

As a student in the USA studying aeronautical engineering I have tried

in a small way to observe as much as possible American defenses and aircraft. Stationed here at Tulsa, as a National Guard Squadron (No. 125 fighter) similar to our own auxiliary reserve squadrons, the Americans have at least four times the aircraft our entire permanent air force has in western Canada. Besides, the equipment is as good if not better, being principally F-51 Mustangs, A-26 Invaders and C-47 Dakotas. At the present moment they are awaiting delivery of F-84 Thunderjet fighters, and this is only one of many of such squadrons.

One naturally has to consider the comparative populations of the respective countries but it strikes me as a very serious situation that the RCAF, the main protecting arm of Canada's defense, is in such a delinquent state. If attacked by Russia, as current world opinion would have it, it seems too natural that we would be hit by air in the west where our vast amounts of oil and also bread box is situated. Think it over. Where does it leave us? Our pilots are respected as some of the best in the world and our pathfinder squadrons of five years ago will go down in world history. Why then cannot we as Canadians do better by our air force? Believe me, we have a very great country to protect.

Yours faithfully,  
W. Ross Richardson,  
Sparton College of Aeronautics,  
Tulsa, Okla., U. S. A.

### Advise Check List

Sir:

... I have often thought that within the realms of private flying exist many slipshod methods of inspection checks by the pilots themselves. I maintain that the private pilot who checks only the gas and oil before a flight is a very dangerous pilot indeed.

As you know, the commercial airlines have systematic check lists... The airlines use this check religiously and to their own advantage... I know of a case where a pilot landed an aircraft on an airport with a fully retracted gear... He had forgotten to put the gear down. This pilot had over 500 hours in this type of aircraft. No doubt he had extended and retracted the undercarriage over a thousand times on previous flights. Item 9 on his check list for landing: "Gear down and locked." Item 9 cost the company a little over \$8,000. It cost

(Continued on page 44)