

# Editorial

## NO COMMENT

We reprint herewith in its entirety an editorial from the Toronto *Globe and Mail* of Feb. 21:

Two years ago last Saturday, dismissal notices were sent to 14,000 employees of Avro Aircraft Limited, immediately following Government announcement that work on the Arrow interceptor plane was to be ended. Warned that Canada might lose highly trained engineers who could not be easily replaced, if the Avro team were broken up, the Government agreed to allow half-pay to 1000, technicians, for the following six months.

Last Saturday night 250 former Avro engineers held a dinner and dance to mark the anniversary of their dismissal. The most convenient meeting place was a hotel in Santa Monica, California, close to the U.S. aircraft plants where the engineers now work.

## THE EDITOR REGRETS

We inadvertently offended the ATB recently when we published as part of a news item in the January issue of AIRCRAFT (see "VR-Victoria Debate", p. 32) a statement to the effect that the Board had neglected to acknowledge receipt of an application.

It's all a mistake. The Board did acknowledge the application in question and stoutly maintains that it answers all its correspondence promptly, a claim which, we hasten to add, we have absolutely no reason to doubt.

## THREE IN THE HOUSE

Apropos of our discussion in the November 1960 issue of AIRCRAFT about the lack of government members with a knowledge and appreciation of modern technology, ("Government and Technology, p.66), we draw attention to the statement recently by T. M. Medland, executive director of the Professional Engineers of Ontario, to the effect that there are no professional engineers in the Ontario legislature and only three in the House of Commons.

## OUT OF THE NEST

There are few members of Canada's aviation community who have not suffered uncomfortable effects from the winds of political and technological change that have swept across the field in the last few years.

For Canadian flying clubs, like many others, the experience has been traumatic. After well over a quarter of a century of affectionate Government patronage, the member clubs of the Royal Canadian Flying Clubs Association have been pushed out on their own. While the Association itself still receives some financial support from the Government, the individual member clubs now operate on more or less the same basis as commercial flying schools and small charter and recreational flying services.

**Reduced Circumstances:** How are they making out? While it's too soon to make any final assessment yet, it does appear that most of the clubs are adapting themselves very well indeed. This year will be the testing time for the clubs. If they get through 1961 in reasonably good financial shape, then their future seems assured and they will go on and prosper.

The flying clubs' continuing contribution to aviation in Canada cannot be discounted. They "sell" aviation at the grass roots level as no other group can sell it. They do this by various means . . . flyathons, competitions, social events, breakfast flights, etc. The breakfast and other types of fly-in flights in particular have become a prominent feature of flying club activities. The Aero Club of B.C.'s annual Tofino Crab Feed Fly-in last year attracted 138 aircraft and 1200 individuals; a Brandon breakfast flight drew 56 aircraft; the biggest of them all, the Ontario County Flying Club breakfast flight, drew 260 aircraft.

An effective flight safety program keeps the flying clubs' accident rate at one of the lowest levels in the light aircraft operating business. Last year 15 clubs were awarded safe flying certificates for recording not more than one minor accident (one where cost of labor and materials does not exceed \$200) per 1000 revenue hours flown during the year. The overall accident rate for the RCFCA was one in 2165 hours.

**A Role to Play:** It is important that the flying clubs do continue to prosper. They have played an important role in the development of aviation in Canada. They still have an important role to play in the years ahead, though their original *raison d'être* . . . providing a pool of trained pilots for a national emergency . . . has now vanished.

During the year ended November 1960, the 39-club 11,000-member RCFCA graduated 1792 private pilots and 116 commercial pilots (vs. respectively, 1701 and 124 in 1959); its 209 planes logged over 123,000 revenue hours, up more than 14,000 hours over the year previous (an increase credited to some extent to the rush by private trainees to get in under the wire before the subsidy regulations changed); its clubs provided full-time employment for 200 and part-time employment for another 65.

Obviously, this is a big operation. Whether or not it can remain big, and even grow bigger, depends on the vigor with which the individual club attacks its problems. If the spirit evident at the last annual meeting of the RCFCA is any barometer, they are not letting any grass grow under their feet.