

North Star Slander

IT IS unfortunate that the reputation of the North Star aircraft has been victimized in a political newspaper controversy. As we go to press, the Globe and Mail of Toronto has published a "news report" from Montreal with no more substantial justification than, "Local aviation circles are abuzz with rumors that . . ." The writer then proceeds to suggest that: 1. Canadair contemplates ending North Star production and converting "for other industrial operations." 2. The company is in the business of "converting Douglas DC-4 transports into Canadian-built Stars." 3. Purchases of the aircraft abroad "did not materialize . . . because, according to aviation men, the ships have no sales appeal."

The ethics of pegging a story of this kind on such an unsubstantial basis as "local aviation authorities" and "aviation men" are unworthy of the Globe and Mail.

On the first point, H. Oliver West, Canadair president, states quite emphatically: "We are in the aircraft business to stay." Also that, "We are anticipating substantial orders for the Canadair Four."

The reflections on the North Star and, by implication, the Canadair Four, are so manifestly unfair that it should hardly be necessary to refute them for our readers.

These aircraft were developed from the basic DC-4 design. But so was the DC-6. The Canadair products have abundant sales appeal as we can testify from personal observation, not to mention the evidence of many airline pilots who have flown these aircraft. As the Globe should know, currency difficulties have been the real reason for the delays in overseas sales of the Canadair Four. It is too bad that the newspaper, in its apparent anxiety to drop a political bombshell, did not bother to check the facts.

(Above Editorial Comment Continued from Page 23)

MISCELLANEOUS

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The D.O.T. is Sympathetic

THE significance of airborne radio as an aid to navigation and traffic control as well as a channel of vital weather information is beyond dispute. Having made this assumption, we have stated the case, in recent issues of Canadian Aviation, for simplification of the radio operator's license. Our plea for revision of the present rules has been based on the claim that:

a. The preliminary requirements should be simplified or eliminated. (They now include: birth certificate, letters of reference, photographs, and a Declaration of Secrecy.)

b. The actual examination for the Radiotelephone Operator's Restricted Certificate should be redesigned to the requirements of aviation. (It is now based on marine procedure and has little relation to aircraft radio operation.)

Such simplification as we have suggested has been achieved in the United States, even though that country, like Canada, is a signatory to the International Telecommunication Convention, 1932.

As some of our readers have urged in letters endorsing this editorial stand, the ideal solution would be to authorize the Civil Aviation inspector to endorse the pilot's license for use of radio. There could be an oral or written quiz based on radio procedure as specified in Air Regulations.

We have received assurance from the responsible authorities in the Dept. of Transport that the above arguments as stated in Canadian Aviation editorials and in letters from our readers have been noted and are receiving sympathetic consideration. We feel it only fair, therefore, to reserve further comment on this subject for a reasonable interval. It is our hope that in the meantime the department will be able to proceed from sympathetic consideration to action.

Ronald Keith

Editor

POSITION WANTED

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