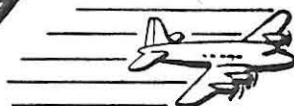




Editorial



How Can We Survive in the Air Age

THE report of President Truman's Air Policy Commission, "Survival in the Air Age," is one of the most timely and awakening documents since the war. It presents the startling conclusions of a group of keen investigators who were assigned by the U. S. President to report on the security of the nation. (See page 14.)

Fortunately, "Survivals" is being scrutinized by top defense officials in Ottawa. Let us hope that the seeds of its wisdom find fertile soil in this country as well as in the U. S., for it is obvious that the strategic interests of our two countries are inseparable.

Briefly, the Commission has decided that "we must have a new strategic concept of defense. The core of this concept is air power." The Navy, historic guardian of the sea approaches to our continent, will occupy a supporting role.

"The only immediate naval danger is the development of new submarine techniques . . . But there is a new element through which this country may be attacked—the air . . . An air attack could be so terrible that we must at once create the best conceivable defense against it. This means an air force in being, strong, well-equipped and modern . . ."

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Keep Your Eye on A-Day

THE protective barrier of distance, traditional shield of North America, is wearing thinner every day with the progress of high-speed long-range aircraft and guided missile designs. Simultaneously, potential enemies are perfecting horribly effective biological and atomic weapons. The Commission has concluded that Jan. 1, 1953, termed A-Day, will mark the end of Phase I. Direct air attack by transoceanic or transpolar aircraft or missiles is unlikely during Phase I. We must use this breathing period to prepare for the shocking possibilities of Phase II, the Commission urges.

How can the U. S. arm against Phase II war? Here are some of the Commission's recommendations:

Air Force: Current budget of \$2,850 millions should be increased to \$4,150 millions; the 1949 Air Force appropriation should be \$5,450 millions.

Aircraft Manufacturing: "A strong aircraft industry is an essential element in the Nation's air power." The air establishment must be backed by an industry with technical skill, efficient production, strong financial structure and the capacity for rapid expansion.

Aeronautical Research: "During World War II we concentrated on the development of existing types of aircraft for production and practically abandoned fundamental research in the aeronautical sciences. By VJ-Day our reserve of research information was largely exhausted . . . We will have to concentrate . . . on our fundamental aeronautical research."

The Airlines: "As a potential military auxiliary, the airlines must be kept strong and healthy. They are not in such a condition at the present time."

Personal Aviation: "There is little doubt that an air-minded nation, with hundreds of thousands of civilian pilots and mechanics and a network of airports and navigation aids is better prepared for an air war than a nation with undeveloped civil air facilities."

The full text of "Survival" is available from the U. S. Government Printing Office, Washington 25, D.C. (Price 75 cents). In the April issue we propose to discuss the Canadian air policy in the light of the above findings.

Ronald Keith

— Editor