

## Readers' Reaction

### Diefenbaker had courage

Sir:

\* In the editorial in the May issue of Canadian Aviation, you state that the magazine shouted itself hoarse trying to persuade the government to accept manned interceptors in place of the Bomarc missile.

Since the main threat to-day is from intercontinental missiles, it is a fact that the Bomarc is obsolete. Therefore I do not believe that it takes a great deal of intelligence to deduct that the Avro Arrow would have been obsolete long ago, and very likely before the last ones had cleared the assembly line.

However this is only one reason why the Avro Arrow was not purchased by the government, the other being that the tremendous cost of the program (approximately 426 million dollars to date of cancellation) would have placed a great tax burden upon the people of Canada.

The then Prime Minister Diefenbaker was not willing to do this for a weapon that would soon be obsolete. Unlike his predecessor he had the courage to stand up to big business and cancel the Arrow program in face of ridicule and criticism from the press.

Your editorials have constantly criticized and degraded the defence policies of the previous government, and in particular Mr. Diefenbaker, to whom I take off my hat for his courageous stand and responsible decision.

*Robert S. Hicks,  
Centre Street,  
Napanee, Ont.*

## Diary Data

### June 1

Chapter 65 (Hamilton) EAA Home-built aircraft fly-in. Static displays and technical demonstrations — Mount Hope, Ont.

### June 2

Third Annual Fly-In Breakfast — Browns Airport, Pembroke, Ont.

### June 8

Air Force Day — Rockliffe Airport, Ottawa.

### June 15-16

Oshawa Flying Club Display and Sunday breakfast flight — Oshawa Municipal Airport, Ont.

### June 15-16

International Fly-In, Poplar Rotocraft Association — Raleigh-Durham Airport, North Carolina.

### July 5-6

Air race and Western COPA Meeting — Calgary, Alberta.

### July 30-August 4

Annual EAA Fly-In — Rockford, Illinois.

### August 15-17

Annual COPA Meeting — Kingston, Ontario.

### August 24

Air Show, Waterloo-Wellington Flying Club, Breslau, Ontario.

### August 31

National Air Show — Toronto, Ontario.

### September 2

Kingston Air Show — Kingston, Ontario.

### September 9-10

Annual Meeting Air Industries Association — Murray Bay, Quebec.

### September 11-14

Annual CBAA Convention, Skyline Hotel, Toronto.

### September 20-21

British Columbia Aviation Council Annual Convention — Harrison Hot Springs, B.C.

### October 21-23

Canadian Aeronautics and Space Exhibition — Queen Elizabeth Hotel, Montreal.

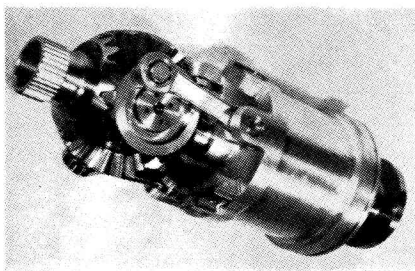
### November 4-5

Annual ATAC Convention — Seignory Club, P.Q.

**Flying Treasure Hunt** to the Bahamas November 15-23 organized by Bahamas Development Board and the Nassau Flying Club, offers \$10,000 in prizes. Top prize is a homestead adjoining the Fresh Creek airstrip on Andros Island.

## Products

New departure in **nosewheel landing gear** in which the whole steering mechanism is enclosed within the vertical leg, has been produced by the Dowty Group in Britain. Steering



angles up to 60 degs in each direction can be obtained and the nosewheel can be turned through 360 degs for ground handling without mechanical disconnection. Canada: Dowty Equipment of Canada Ltd., Ajax, Ont.

Windshield display that assists in **all-weather landings**, indicating plane's position in relation to landmarks, the runway, and the horizon is reported by Sperry Gyroscope Co., Great Neck, N.Y. The display is transferred to the windshield by a reticle system and a cathode ray tube. Flight tests have indicated that pilots can rely on the system at altitudes down to 50 ft. Position of the runway is derived from guidance system available on the ground. Sperry Canada, Montreal.

Going into production this year is a new concept in **sailplanes** produced by the Schweizer Aircraft Corp., Elmira,

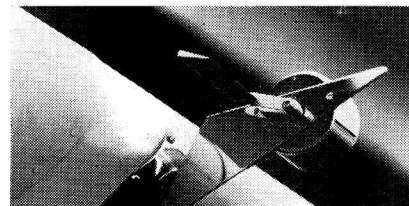
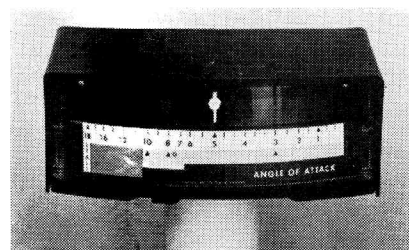


N.Y. Greater attention to pilot and passenger comfort has been afforded while maintaining safety factors. Designated the 2-32, it has roomy cockpit, high visibility, and a 500 lb useful load; can be used to carry two passengers in addition to the pilot, but retains a relatively high performance.

Battery powered aircraft boarding **stairway climber** has been developed for United Air Lines for the use of elderly, infirm or handicapped passengers. It is powered by a 12 volt battery.

High strength silicone elastomer is used in new plate form and multiplane **vibration mountings** by Lord Mfg. Co., Erie, Pa.: affording protection at —65 to 300 F. Canada: Railway & Power Eng. Corp. Ltd., Montreal 3.

To assist in all-weather operation of helicopters, a **VTOL blind landing** system has been devised by Raytheon Co., Lexington 73, Mass. A ground transmitter sends out signals which are converted by a computer aboard the helicopter enabling it to be brought safely down to within 50-100 feet of touchdown. Use is apparently limited to landing at an established base.



**Angle-of-attack instrument** (above), which tells the pilot what he needs to know about handling his aircraft in climb, approach and cruise conditions, has been developed by The Monitair Corp., Spring Valley, N.Y. Unit consists of a wing-mounted vane, a circuit box and a panel-mounted instrument. Installed weight is less than two pounds; power drain is 0.5 amps.