

# Editorial

## THEY WILL BE MISSED

It is with regret that we record in this issue the deaths of two well-known personalities of the Canadian Aircraft Industry . . . Ron Riley of Canadian Pratt & Whitney and Fred Morrall of Rolls-Royce of Canada.

•Ron Riley, who was only 51, died suddenly on June 24. Mr. Riley was largely responsible for building his company into a major engine manufacturing enterprise within a very few short years. By all who dealt with him, he was sincerely and highly respected. His qualities are perhaps best summed up by one of his colleagues: "He was not only a brilliant executive, but an understanding and considerate human being."

•Fred Morrall died on June 3, also suddenly. Mr. Morrall was early on the aviation scene in Canada, having arrived as a Rolls-Royce service representative in the company of the several flying boats which Britain gave to Canada in 1921. A kindly and courteous man, he perhaps became best known during the post World War II years when he managed the Rolls-Royce organization in Canada, prior to the incorporation of the present Canadian subsidiary.

## WELL, WHY NOT?

A small non-scheduled operator writes: "I would . . . like to see . . . some type of protection for . . . small operators in the matter of legal liability. If you fly internationally the limit is approximately \$8700 in the event of death. If you fly domestic services the ATB minimum is \$20,000 so you carry double that amount and the relatives bring lawsuits for five times the ATB minimum. Why can't we have a maximum of \$40,000 to \$50,000 for recognized operators and give us little fellows similar protection as enjoyed by the big international carriers?"

## ON CIVVY STREET

The recent developments which have had such a drastic effect on the fortunes of Canada's Aircraft Industry make it topical to repeat a remark made before the CAI's 1956 annual meeting by R. N. Redmayne, then general manager of the AITA.

Said Mr. Redmayne, commenting on the growing size of the Canadian civil transport fleet: "Surely it means that many of you, and your companies, should be taking a long, hard look at the civil air service and casting it in the role of a potential customer. Too often I find people in the aircraft industry thinking of themselves only as suppliers to the armed forces."

**Start of a Trend:** Certainly since the time these remarks were made there has been a definite trend to projects which are equally adaptable to civil or military roles . . . Canadair's CL-44 and 540 are good examples of this. De Havilland, of course, has always practiced this design philosophy.

This is a trend that should be encouraged in every way possible. The pending order for F-104G's notwithstanding, it should be obvious to the most obtuse that the day of the numerically large order for purely military aircraft has come and gone, at least as long as "peace" prevails. On a long term basis, the most useful function of the F-104 order will probably be to enable the Industry to complete the transition to production of aviation products of universal application.

The rapidly expanding business and private aviation field cannot much longer be ignored by Canadian manufacturers. It is estimated elsewhere in this issue that by 1964 this market will be worth at least \$25 million a year. In 1958 alone there were nearly 525 light aircraft (up to 3000 lb.) imported to this country, practically all from the U.S. It would be patently impossible for a single Canadian manufacturer to capture all of this market as there is too wide a range of types of aircraft involved. At the same time, surely a small aggressive airframe manufacturing enterprise could more than survive in a market that has seen a 160% increase in sales in the last five years.

Small aircraft engines are even more interesting, as a range of engine sizes may be produced while using a considerable number of almost identical basic components. Imports of engines in the up-to-200 h.p. category numbered 500 last year; between 201 and 500 h.p., another 200.

**Questions and Answers:** Projects such as these are obviously of little use to large manufacturers such as Avro, with their substantial fixed overheads. What is the answer here? A supersonic jet transport? The world market here is very small and highly competitive; the airlines don't want them yet but they may be forced into buying for competitive reasons; Avro's design experience with the supersonic Arrow would be an advantage; the big problem—development money. A small utility jet executive-type transport? Avro reportedly has carried out design studies on such an aircraft in recent years; there's a market—Lockheed has sold over 60 of its JetStars at over \$1 million each. A medium/short range subsonic jet transport? Avro's experience with the Jetliner should have some value, though it is not recent, and there will certainly be a market when the airlines come to their senses.

Whatever course is followed in the future by Canada's Aircraft Industry, its planners are going to have to orient their thinking around the requirements of commercial aviation. They may be pleasantly surprised at the possibilities.