



# EDITORIAL

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## The straight goods

**T**HE AIR INDUSTRIES ASSOCIATION of Canada has presented a brief to the Canadian Government outlining "the grave position faced by the country's Aerospace Industry." AIAC's alarm is, we regret to say, well founded. In fact, it would have been difficult for the brief's authors to exaggerate the seriousness of the situation in which the Industry now finds itself.

Just what is the position of Canada's four remaining prime manufacturers — two airframe and two engine — in the aviation field? Avro, of course, is gone forever from the scene. Its engine manufacturing associate, Orenda Engines, continues in business, but now has only one foot in the Aircraft Industry. Orenda is concentrating on establishing itself in the industrial gas turbine field and it appears quite possible that once it completes J85 production, it will be out of aviation, at least temporarily.

Canada's fortunes are at a particularly low ebb. Only production items are 140 F-104G's for the U.S. Mutual Aid Program, with production to be completed by the end of this year, and 190 CL-41's for the RCAF, to be completed by the end of 1965. There are no further production orders in sight and the only development program known to be under way is the tilt wing CL-84.

De Havilland Canada is in a much stronger, but still vulnerable position. It appears, for example, that there will be no further U.S. Army buys of the Caribou I. Caribou II development completion seems assured but it will be some time before it is known whether or not a production order will follow from the U.S. Army. The DC-9 program has good profit potential, provided the Douglas sales campaign takes a turn for the better.

United Aircraft of Canada alone seems to be in a completely problem-free state. It has a solid bread and butter business in the manufacture and world-wide sale of spares for Pratt & Whitney reciprocating engines, and it has achieved a brilliant success in the development of the PT6 gas turbine engine.

Overall, there is a serious lack of research and development projects, a particularly bad omen for the future of the Industry, because this is where each new generation of products must be conceived. And the gestation period for original-design aeronautical products makes the elephant seem a rabbit by comparison.

It's often wondered why the Canadian Aircraft Industry doesn't find more of the solutions to its problems in the domestic civil aviation market. Next to the U.S., Canada has more civil aircraft registrations than any other country in the world. Yet, paradoxically, so varied are the demands of Canadian civil aviation, in terms of types and sizes of aircraft, that the native industry can economically produce aircraft to meet only one or two requirements.

Yet it can and does compete against the toughest of international competition on the export market. In so doing it makes a substantial contribution to the health of the national economy. It can continue to do this only if it can maintain its ability to develop new products, and it can do this only with Government support. That's what the AIAC brief is all about.