

# EDITORIAL COMMENT

## Mr. Drew off the Beam

**M**R. DREW is at it again. It is too bad that the Leader of the Opposition has weakened his effective attack on Government defense policy by a repetition of wild and irresponsible attacks on the North Star aircraft. This time Mr. Drew has condemned the aircraft in strong terms. It is, he asserts, a "travesty" on the laws of aerodynamics and aero design, a "haphazard" combination of a British motor and an American-designed airframe. On his authority we are asked to believe that the aircraft has proved completely unsatisfactory for military or commercial use.

It is hardly necessary to dignify these irresponsible charges with a detailed contradiction. Anyone associated with the aviation industry knows that the North Star and the Canadair airliners are of sound design. To describe the several years of intense engineering effort that went into wedding of the airframe to the specially-developed Merlin 620-624 power plants as "haphazard" is utterly ridiculous.

We hope that Mr. Drew continues to prod the Government on the subject of air policy and defense. But he would be well advised to check his facts more carefully.

## Shun the Flying Circus

**W**ITH SPRING on the wing and air shows in season, let's consider safety. There is something about this time of year that stirs the urge to "slip the surly bonds of earth," to wheel and soar and swing "high in the sunlit silence" of the sky. Like love, to which a young man's fancy is supposed to turn at this time of year, this wild-blue-yonder impulse is a healthy one. But let's work it out HIGH in the sky and stay healthy.

The sad record of lightplane crashes last year, the tragic repetition of low-flying disasters, should be required reading for the tree-level wonders on wings. If potential Pylo Terrors were obliged to study the grim lessons of the accident reports there might be fewer crack-ups.

Let's face it. Some of the responsibility for the flying fool must be credited to the "thrilling" air show. There is a strong temptation to lure crowds to the airport with a flying version of the midway wall-of-death. Low-level aerobatics, "crazy flying," and all the other stunts have headlined air show programs ever since the first world war. It is time we grew up. Let's stop trying to sell the flying circus. Scaring the customer out of his britches may make the turnstiles click at the annual airshow, but the proceeds are a sorry mess of pottage for selling the birthright of the aviation business. If we can't dramatize the safety, speed, convenience and exhilaration of intelligent flying, let's forget about air shows entirely. For the havoc of the dare-devil air

show goes beyond its scare effect on the public. It inflames the novice with the desire to match his skill against the laws of gravity, with the familiar and fatal consequences.

## Churchill on Air Power

**D**URING his speech at the mid-century convocation of the Massachusetts Institute of Technology, Winston Churchill gave his estimate of air power. His words are more than superb oratory. They carry all the weight of the wartime British prime minister's experienced judgment. Hon. Brooke Claxton please note:

"The conquest of the air and the perfection of the art of flying fulfilled the dream which for thousands of years had glittered in human imagination. Certainly it was a marvelous and romantic event.

"Whether the bestowal of this gift upon an immature civilization . . . was a blessing or a curse has yet to be proved. On the whole, I remain an optimist.

"FOR GOOD OR ILL, AIR MASTERY IS TODAY THE SUPREME EXPRESSION OF MILITARY AIR POWER, AND FLEETS AND ARMIES, HOWEVER NECESSARY, MUST ACCEPT A SUBORDINATE RANK."

## Should Lift Import Ban

**N**OW THAT the Government has raised by 25% the quota on import of U. S. cars, perhaps Ottawa can see fit to remove the nuisance restrictions on aircraft. When quotas and restrictions on import of capital goods started, aircraft were not subject to this control, presumably because the U. S. currency involved was relatively insignificant. Subsequently, after protests from automotive interests that aviation was being favored, a ban was placed on import of pleasure aircraft.

As the matter now stands, operators are required to fill out the CG-101 Form (Revised), six copies please, and have this application approved in Ottawa for each aircraft imported. Evidence must be supplied to show that the aircraft is essential for business reasons. All this to screen out comparatively few lightplanes. In view of the Government's avowed policy of stimulating civil aviation, as evidenced by the subsidy plan, it would seem logical to remove this unnecessary barrier.

CANADIAN AVIATION

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