

Editorial

BETTER TO KNOW

The tragic loss of the second prototype of Avro Canada's CF-100 came as a shock to us as well as to those directly concerned. As in all accidents, the rumors and theories as to cause are many and varied. Rumor can be a nasty thing and in fact, human nature being what it is, most bad reputations are based on rumor and hearsay . . . rarely on fact. For this reason we think that if at all possible the accident Board of Inquiry should make known the probable cause. It is true that in so doing, a reputation may get a mauling . . . but isn't it better that the cause, whether material or human, be found and made known, rather than let the many innocent remain under suspicion indefinitely?

CLEAR PICTURE

During April we had the privilege, with many others, of attending an Open House at The Photographic Survey Corporation's plant in Toronto. The Open House, which was in celebration of PSC's fifth birthday, featured a tour of the plant where, besides PSC, three affiliated companies have headquarters. These are Kenting Aviation, Aeromagnetic Surveys Limited, and PSC Applied Research Limited. The work done by PSC and its affiliates is highly technical and requires personnel with advanced degrees of skill and knowledge . . . as well as imagination and vision. In five years PSC has not only built up a staff with such qualities, it has also formed a fine reputation for integrity and sound management. To PSC goes this month's bouquet . . . may all its pictures be clear ones.

POUDRE AUX YEUX

The heading on this statement of opinion is, as the discerning readers of this publication will note, a French phrase which, translated idiomatically, means "dust in your eyes". As used here it has reference to the guff that is being handed to citizenry concerning the state of the Canadian defence program.

FAMILIAR: We are all familiar with the staggering figures that are being glibly quoted by Government leaders to show what is being done. There is, for instance, the three-year \$5,000,000,000 defence program which has everybody fascinated. Then there was that \$100,000,000 order for F-86's to Canadair, a figure that brings visions of skies black with Sabres. —

However, the available annual reports of the companies who are supposed to be receiving these orders do not seem to gibe very closely with the sums quoted. Electric Boat Company, for instance of which Canadair Limited is a subsidiary, says that at the close of 1950 it had a backlog of unfilled orders of \$91,260,000. Since Electric Boat does a substantial trade in, besides aircraft, submarines, electric motors and generators for marine and industrial use, and printing presses, the backlog of aircraft orders is not likely more than about \$45,000,000.

INCONSISTENT: The \$100,000,000 order for Sabres was announced in September of 1950. To continue our line of reasoning, this means that Canadair did \$55,000,000 worth of business during the last three or four months of the year. Good for Canadair we say. The gimmick is that the Electric Boat Company reports sales for the whole year, for all its products and services, of just \$41,754,339. This inconsistency between the value of the orders the Government says it has placed and company financial reports is not confined to Canadair, rather it is just a typical case. A check of the lists of "contracts awarded" which the Canadian Commercial Corporation issues every two weeks shows that no Canadian aircraft construction firm has received orders valued at the substantial amounts announced or intimated by the Canadian Government.

Now, we are quite aware that to let contracts involving large sums of money requires an enormous amount of time-consuming paper work . . . that is to be expected. What we do take exception to is that we should be told that large orders have been placed, long before this actually happens. This obviously is intended to make the citizens think that the Government is doing a good job on the defence program but is that a good thing? The public gets the complacent idea that the whole defence program is going full bore, when they should be developing a sense of urgency.

URGENT: If the Government expects this sense of urgency from the people then it should stop encouraging complacency by camouflaging the speed of build-up of the nation's defences.