

## Is The Saucer Dead?

Canada's aviation industry has been more than fortunate in the Rt. Hon. C. D. Howe's close interest and participation in aviation over the years. It is mostly to his credit today that we have our own aircraft and engine design and production facilities.

Many times over the past few years we could have purchased aircraft and engines abroad as we had to do in World War II. But Mr. Howe chose to ~~come~~ <sup>step</sup> out on behalf of Canadian design and development against considerable opposition. His vigorous policy resulted in the establishment of a half-billion dollar aviation industry and the successful production of first-class Canadian designed aircraft and engines.

Because of this, Canadian designers and engineers are receiving their rightful recognition in world aviation circles.

Then only a few weeks ago Mr. Howe appeared to withdraw support from the very men and industry he is backing in his policy on design and development.

In a statement in London he is reported as saying that the Canadian Government had shelved Avro Canada's "flying saucer" project because "It did not seem sufficiently promising to be going on with. It did not seem the sort of thing for Canada to be developing." He wrote it off to the world as something "not having a useful purpose."

Surely Mr. Howe was aware that the project is far from shelved? Avro itself is continuing development work on it with its own funds. Also, following worldwide interest, it's known that a friendly power is giving serious consideration to supporting "Project Y" on a research and development basis.

If an element of doubt now creeps into consideration of the development it will not be surprising. Others may now infer from Mr. Howe's statement that the project is a technical failure. We hope not.

But Mr. Howe went further than only to discourage technical interest in the project. He said it would cost \$100,000,000 if carried through to completion.

If this figure is accurate few would censure him for withdrawing government support on political and economic grounds. We hope it was not a spur-of-the-moment guess.

But we wonder if anything need have been said at all. Scientists throughout the free world have long ago accepted the principle of "Project Y" and look forward to its development. Canada may yet have to consider it again. In the light of this it was an unwise statement.

*Victor Koby*



Victor Koby

With the start of the new year I have the opportunity of joining with our many friends in the industry in saying thank you to Ross Willmot for his contribution to aviation in Canada while editor of this magazine.

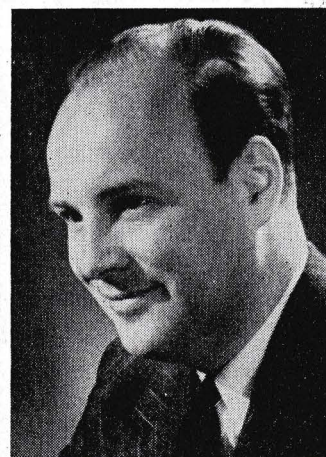
Covering aviation in Canada is a difficult but rewarding task. As editor, Ross many times flew from coast-to-coast, to the Arctic, to England and the Caribbean.

He saw the problems of the industry through the eyes of the pilot, the manufacturer and the air carrier. A measure of his ability was the prizes he won for his aviation writing. We wish him success in his return to the public relations field.

Now the editor's chair is being filled by Victor Koby. As a former pilot and experienced aviation reporter he will bring to the aviation scene a new insight born of the reporter's enquiring mind.

Vic was previously with The Financial Post in Toronto and London, England, as well as with Canadian and British newspapers. Already well-known in the industry he has twice been an aviation writing award winner.

Kenneth Pugsley,  
Manager



Ross Willmot