

# Editorial

## COMET COMEBACK

Congratulations to BOAC and de Havilland Hatfield, operators and makers, respectively, of the Comet 4, the first jet airliner in the world to go into regular passenger service across the Atlantic. The general feeling of satisfaction experienced throughout the aviation world as a result of this achievement can be credited not so much to a desire to see PAA and Boeing "beaten" (an impossible task, surely), as a feeling that this important "first" rightly belonged to the Comet and BOAC as some small compensation for the setbacks to which this airliner was subjected. While both BOAC and PAA vigorously denied that they were engaged in any race, there is no doubt that this is a first that is reaping enormous prestige benefits; it will be on the aviation history books forever.

## INFORMED SOURCES

To the *Toronto Daily Star* we give credit for the following gems, the first of which we quote directly:

"Cooper, a director on the flying club's board, was at 1200 feet, and had just released the glider from the tow plane, when the right wing flew off . . . Cooper managed to put the glider into a spin."

And then there was the other *Star* story datelined Washington, reporting that the USAF was jubilant over Mr. Diefenbaker's decision not to go ahead with the Arrow because USAF pilots were so poor on aircraft recognition that they would be shooting Arrows out of the sky all over the place. It seems that, in the recent Korean hassle, some U.S. fighter pilots were running up higher scores of British jets than they were of Communist MiG's. In view of this USAF failing, the *Star* hailed Mr. Diefenbaker's action as making Canadian skies safer for Canadian pilots and planes.

Oh well.

## COMMITTEE ACTION

There's a definition making the rounds of the industry these days to the effect that a camel is a horse that was designed by a committee.

## STABLE OF CHAMPIONS

The recent public introduction of the de Havilland DHC-4 Caribou makes it pertinent at this time to dwell briefly on what is surely one of the world's most remarkable aviation success stories of the postwar years.

We refer, of course, to what Hollywood would call "The de Havilland Canada Story". Here is a company that in a period of slightly more than a decade has come up with four original designs, three of which have already met with astonishing commercial success. The fourth, the Caribou, shows promise of an equally brilliant future.

**Filling a Need:** It has been part of the de Havilland Canada policy to develop airplanes that fill a definite requirement; each of its designs have been distinctive and in most cases have complemented each other. The judiciousness of this policy is borne out by the fact that the two designs which preceded the Caribou, the Beaver and the Otter, are still in production. With the introduction of the Caribou, de Havilland Canada can now offer for early delivery a full range of utility transport airplanes, capable of meeting almost any requirement.

A most significant fact about DHC's postwar designs is that, with the exception of the first, the DHC-1 Chipmunk, all have been basically civilian, commercial airplanes. That these airplanes all meet clearcut military requirements is not merely happy coincidence, but it remains undeniable that the Beaver, the Otter, and now the Caribou are equally at home in either a civilian or a military environment.

Though the Chipmunk is no longer a production item, it was nevertheless as successful in its way as the other airplanes. Being fundamentally a military airplane, it was only natural that sooner or later it would be left by the wayside by the swiftly advancing technology of military aviation.

Although de Havilland Canada is by no means a prophet without honor in its own land, well over half of its business, both military and civil, has been on the export market. This export business has accounted for some \$100,000,000 in sales in the postwar years. There can be no more noteworthy endorsement than this.

**DC-3 Replacement?** The Caribou is a worthy addition to the de Havilland Canada stable of champions. As one looks at it, studies its performance data, and actually watches it fly, it is impossible to keep from wondering if here at last is the elusive "DC-3 replacement". De Havilland Canada is not, it should be emphasized, promoting the DHC-4 as such. In the official release on the Caribou, reference to the DC-3 is made, but only to note that the new DHC airplane is about the same size insofar as gross weight is concerned. However, it is inescapable that the DHC-4 can do anything the DC-3 can do, and do it far better.

In this new venture by de Havilland Canada, we wish them well. They have carried the name of Canada's Aircraft Industry into the remotest corners of the world and for this we all owe them a debt of gratitude.