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Aircraft — Training and Transport

de Havilland DH-82C *Tiger Moth*

Developed in Britain, the *Tiger Moth* elementary trainer first flew in 1931. De Havilland Canada built approximately 1,500 *Tiger Moths* at their Toronto plant between 1937 and 1942, most of which were specially modified for Canadian conditions. The RCAF first used the Canadian model of the *Tiger Moth* for elementary pilot training in 1938. During the Second World War, thousands of pilots were trained on this aircraft at the Elementary Flying Training Schools operated under the British Commonwealth Air Training Plan. Pilots remember the *Tiger Moth* as a pleasant aircraft to fly and one which was exceptionally responsive to the controls.

Canadair CL-41 *Tutor*

In 1958 Canadair Limited of Montreal decided to enter the jet training aircraft market with a private venture — the CL-41 *Tutor* basic jet trainer, the first aircraft of wholly original Canadair design. The design incorporated the views of RCAF pilots and service engineers who had vast experience under the British Commonwealth Air Training Plan. The merits of the aircraft led to a decision by the government to purchase the CL-41 trainer in quantity for the RCAF. Between 1960-68, 212 *Tutors* were built by Canadair. Considerably more powerful than any other trainer in its class, the *Tutor* was well suited for adaptation to military use in ground attack duties. In Canada the CL-41 is still in service for basic training and is flown by the "Snowbirds" aerobatic team.

Avro Canada C-102 *Jetliner*

The Avro Canada C-102 *Jetliner* was North America's first jet transport. It flew on 10 August 1949, only 14 days after the world's first jetliner. Design of this pure jet transport was initiated in 1946 to Trans Canada Airlines specifications, but when TCA's interest waned, work on the C-102 project continued with government support. During 1950-51 the *Jetliner* established several intercity flight records and showed every indication of success in the commercial transport field. This potential was not realized, for the Korean conflict led to a decision that Avro Canada concentrate its production resources on the CF-100 jet interceptor.

de Havilland Canada *DASH-7*

Designed and built by de Havilland Aircraft of Canada Limited, the DHC-7, a quiet short-takeoff-and-landing airliner, incorporates the results of a worldwide study of short-haul transport requirements. The design for the *DASH 7* got under way in 1972, and the first preproduction aircraft made its first flight at Downsview, Ontario, on 27 March 1975. Capable of carrying 50 passengers, the four-engined *DASH 7* can also be adapted to carry mixed freight/passenger or all-cargo loads. The aircraft is notable for its fuel efficiency, clean operation, and innovative, quiet engine/propeller combination, which greatly limits external noise during takeoff and landing. Its excellent STOL performance has made the aircraft attractive to operators flying from small airfields in remote and rugged terrain. It is equally suitable for commuter airlines serving large metropolitan areas.

