

Military

An order for 12 Boeing Vertol CH 113A helicopters for the Canadian Army has been placed with Boeing Co., Morton, Pa., by the Department of Defence Production. This brings to 18 the number of these machines ordered for the Canadian forces to date. The other six are for the RCAF, with deliveries beginning this month.

The twin-rotor aircraft, powered by two GE T58-8B turbines, will be used by the army to transport troops and equipment in support of tactical operations.

One of the RCAF's CH-113 helicopters recently completed cold weather tests at Eglin AFB climatic hangar in Florida (picture this page). Tests of the helicopter's dynamic systems operation were carried out at minus 65 F., a Cold Weather Symposium in Ottawa, attended by over 50 senior Canadian government, RCAF, Army and Navy personnel, was told.

Vertol Division is conducting rotor blade de-icing tests on a Boeing Vertol 107, which has the same configuration as the CH-113, at Canada's National Research Council cold weather facility at Uplands, Ottawa (cover picture). Tests to date, the symposium was informed, indicate that the CH-113 is well on the way to final acceptance as a true all-weather helicopter.

Test chief praises Bomarc

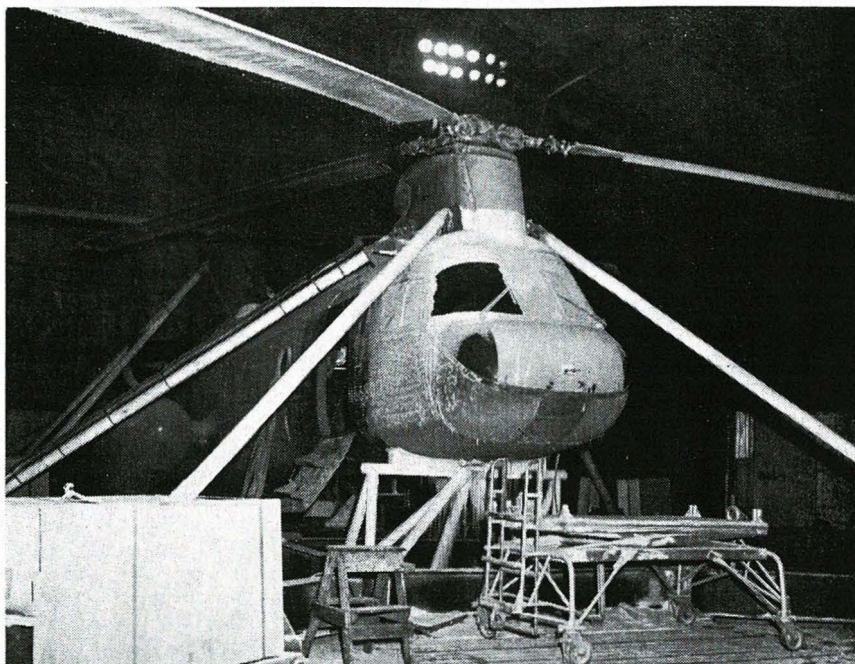
Although U. S. defence secretary was not complimentary in his remarks about the Bomarc recently, some authorities describe performance of the much-discussed weapon system in glowing terms:

"With the air defence capabilities of Bomarcs and supersonic manned interceptors, together with backup point-defence Nike Hercules weapons, North American Air Defence Command provides a strong defence in depth for the entire North American continent."

That is how Lt. Col. C. E. Minihan views the defence abilities of interceptor weapons available to NORAD. Colonel Minihan for four years was chief of integration flight test in Bomarc test program at Eglin, Fla. He makes the statement in a recent issue of Air University Quarterly Review.

"One of the primary requirements in development of the Bomarc weapon system was to give NORAD command a quick-reaction supersonic unmanned interceptor with a high rate of fire that could effectively complete interceptions away from key strategic areas," he writes. "Long-range, high-speed Bomarcs ensure that attacking aircraft will be destroyed before they launch their air-to-surface missiles and decoys, and before they reach their bomb-release lines."

Two RCAF pilots will receive the George Medal for their part in extricat-



RCAF CH-113 helicopter undergoes cold soak at Eglin AFB climatic hangar.

ing the occupants of a burning aircraft at Centralia, Ont., last April. They are S/L Francis E. McLaren, Kingston, Ont., who already holds a DFC for wartime operations, and F/L Ian K. McKenzie, Calgary.

RCAF's air division has begun flying its CF-100 aircraft from Metz, France, to the U. K. for disposal.

Defence contracts

Six contracts totaling \$1,040,880 for aviation and automotive gasoline and diesel fuel oil went to Imperial Oil Ltd., Ottawa, in Department of Defence Production awards made during the period December 16, 1962, to January 15, 1963. Large contracts also were awarded to Aviation Electric Ltd., Montreal, for generators, voltage regulators and control panels, \$793,373; and Garrett Mfg. Ltd., Rexdale, Ont., for initial spares for gas turbine starters, \$767,547.

Among other contracts awarded were: Aircraft Appliances & Equipment Ltd., Rexdale, Ont., aircraft spares (\$89,212); British American Oil Co. Ltd., Toronto, aviation gasoline (\$50,752); Canadair Ltd., Montreal, minimum aero dynamic drag antenna (\$66,100), aircraft conversion kit spares (\$47,221); Canadian Aviation Electronics Ltd., Montreal, components and installation for aircraft motion system (\$34,116), modification kit (\$20,402), technical representatives (\$12,751), test equipment calibration services (\$25,606), signal generators (\$30,857), general purpose trainer modification (\$12,250); Canadian Curtiss-Wright Ltd., Toronto, maintenance

spares for portable engine run-up facilities (\$28,689); aero engine components (\$211,743), engineering orders (\$18,627).

Computing Devices of Canada Ltd., Ottawa, indicators (\$628,904); Delta Aircraft Equipment Ltd., Toronto, indicators (\$26,232); Honeywell Controls Ltd., Ottawa, components and spares for automatic flight control system (\$646,575), grad-u-stat assemblies and spare parts (\$16,639); Pioneer Parachute Co. of Canada Ltd., Smiths Falls, Ont., parachutes (\$30,095); Shell Oil Co. of Canada Ltd., Toronto, aviation gasoline (\$94,256); St. Thomas Metal Signs Ltd., St. Thomas, Ont., practice bombs (\$305,815).

Industry

U. S. spending doubts By Maurice Cutler

OTTAWA—Major problem for Canadian business and industry resulting from the Canada-U. S. defence squabble concerns defence production sharing arrangements.

There is considerable apprehension here about the prospects of Canadian firms getting U. S. defence contracts. It is felt the States might reduce defence expenditures in Canada until this country moves its policies more into line with Pentagon thinking.

In the four years this mutual arrangement has been in effect, Canada has obtained U. S. contracts worth \$535.1 million—including some \$200 million last year. In this same period (January, 1959, to October, 1962) Canadian purchases in the United States totaled