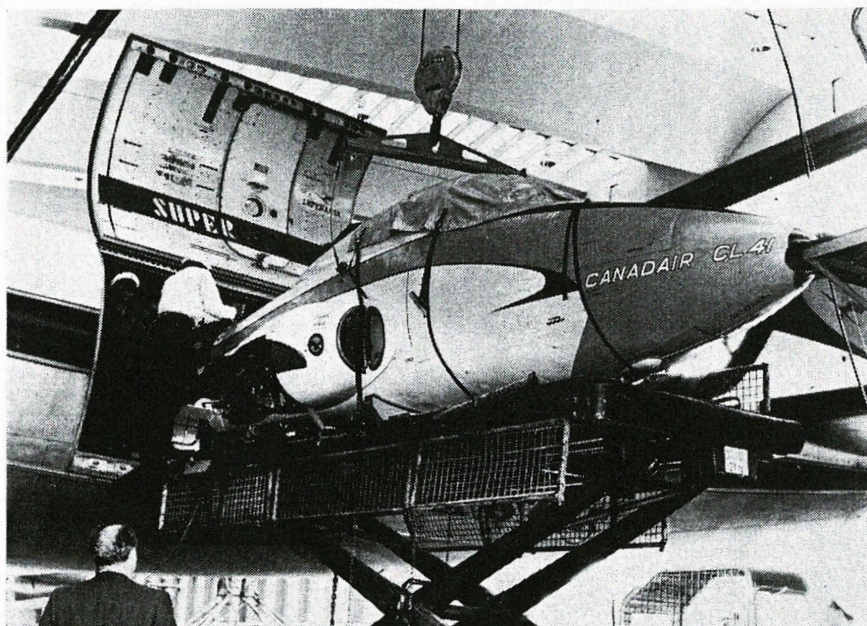


# aviation news digest



**CL-41 IN EUROPE.** Canadair's ab initio jet trainer is unloaded from a Lufthansa Super Star Constellation at carrier's new Frankfurt base following air lift over North Atlantic. An order from the Canadian government was announced during CL-41 tour.

## RCAF Order for CL-41s May Spark Export Sales

Announcement by Defence Minister Hon. Douglas S. Harkness of the decision to equip the RCAF's Training Command with Canadair CL-41 jet trainers could hardly have come at a more opportune time for the Montreal firm. Representing as it does the decision of an Air Force which has established an unmatched reputation for training efficiency through the Commonwealth and NATO air training programs, choice of the CL-41 over the many other vehicles evaluated by RCAF teams in recent years, provides an excellent endorsement for the Canadian designed and developed trainer at the height of a vigorous European sales campaign.

The number of aircraft involved in the RCAF order is given unofficially as 190. While there is no indication of the amount of money which might be involved a good estimate would be about \$38,000,000 for this number of aircraft in the CL-41A basic trainer version (about \$200,000 an aircraft), with a slightly higher cost if a part of the order were taken in CL-41R weapons and navigation system trainer models (in the neighborhood of \$500,000 a copy depending largely on system content).

The CL-41 is the first all-through Canadair designed and developed airframe. With its Pratt & Whitney JT-12 power plant it leans heavily towards being an all Canadian designed vehicle. Initial design and development on the JT-12 (power plant for Lockheed's executive transport Jet Star, North American Sa-

breliner) was the responsibility of Canadian Pratt & Whitney, with the project being moved to the U.S. parent company plant to take advantage of more extensive test and development facilities.

Late last month there was some indication that if the Canadian CL-41 order specifies the JT-12 engines which have powered the prototypes on their successful evaluation trials, Canadian Pratt & Whitney is giving serious consideration to establishment of a Canadian production line.

The other contender to power the CL-41 is understood to be General Electric's entry in the light weight pure jet field, the J85-GE-5 which powers Northrop's T-38 Talon advanced, supersonic trainer.

Canadair is expected to go into production on the CL-41 immediately with first deliveries to the RCAF anticipated within about 13 months and the aircraft into service by 1963.

For the Montreal firm, the order from the RCAF not only justifies faith which has held strong since the project was launched in 1957, but adds impetus to what was already a concentrated effort to capitalize on knowledge of a requirement and evidence of interest from potential customers abroad. West Germany, Belgium, Holland, Switzerland and Sweden—all known to have training vehicle requirements which the CL-41 can fill—have been getting first hand demonstrations over the past few weeks. The first four countries are seen as

best possibilities for the "R" (systems trainer) version; Sweden is known to be extremely interested in a basic jet trainer in the CL-41 class and Canadair has indicated willingness to talk licensed production, which is Sweden's preference.

As to the overall effect of the Canadian order on Canadair's production work load, company officials see the new line as "reducing" the requirement for layoffs which had been anticipated and providing continued work over about two years. The big hope, of course, is that the order will be the spark that generates further contracts for the trainer.

### Bomarc "B" Tests

Boeing's advanced Bomarc "B" ground-to-air interceptor missile has successfully completed an experimental flight test program which saw 35 of the "B" models fired. The missile has now met the last of 86 flight demonstrations called for in the research and development program. Highlight was a "maximum range" demonstration in which a "B" performed an intercept 400 miles from the launch site at an altitude well above 60,000 feet. Equally important minimum range and altitude tests were also performed satisfactorily. Targets included unmanned F-80 fighters and B-47 bombers as well as the 1,000-mile-an-hour Regulus II missile. Step 2 of Bomarc "B" flight testing, in which tactical versions of the missile are being fired as a part of crew training and missile service testing were begun early this year. Two RCAF Bomarc "B" bases are being built in Canada.

### Transcontinental Gulfstream

Certification of a modification of the Grumman Gulfstream to give the twin Rolls-Royce Dart turbo-prop aircraft transcontinental capabilities has been made by the Federal Aviation Agency. The installation of additional fuel cells in the wings gives the Gulfstream a range of 2,940 statute miles, an increase of 400 miles. The extended tanks carry 1,640 pounds more fuel, giving the aircraft a total capacity of 12,100 pounds. The aircraft is still certified at the same gross weight (35,100 lbs.), cruises at the same speed, and will land and take off in the same distances.

### Variable Camber Prop

Hamilton Standard Div. of United Aircraft Corp., Windsor Locks, Conn., has been awarded a U.S. Navy contract to design a tandem-blade, variable camber propeller for General Electric's T-64 turbine engine, for STOL and VTOL applications.

### Flight Permit Amendment

Recent amendment to the Canadian Aeronautics Act enables a flight permit to be obtained for the operation of private aircraft up to 31,000 lb. instead of 8,000 lb. as previously.