

tion Minister C. M. Drury who recently went to Washington to discuss the continuation of the deal.

Apparently Drury succeeded in convincing economy-minded Defence Secretary McNamara of Canada's willingness to co-operate in North American and NATO defence. The major result of the talks was the U. S. assurance that Canada will be exempt from the general restriction on the placing of research and development contracts outside the United States.

Drury reported to the House of Commons that it was agreed production sharing should not be limited by the balance of payments directives issued by McNamara, and that full consideration would be given to all Canadian sources. He concluded: "the trend of increasing costs and complexity of military equipment emphasizes the necessity for joint research, development and production in line with the agreed NATO concept of interdependence for our common defence."

"In the future, as in the past, Canada expects to procure from the United States defence industry those items which it does not make economic sense to try to produce in Canada. In return, we look to continuing opportunities for Canadian industry to supply U. S. defence requirements where Canadian companies can compete on the basis of price, quality and delivery."

CAE had good year

A profit for the year ending March 31, 1963, of almost double that of the preceding year, was announced by Canadian Aviation Electronics Ltd., Montreal. Earnings for the year amounted to \$972,857, or 93 cents per share on 1,042,803 shares outstanding on that date. This compares with earnings of 53 cents per share last year, after taking into account the three-for-one stock split which occurred during the fiscal year. In addition, the company increased its labor force by 423, to 2,597 during the year.

Build TCA jets in Canada?

Transport Minister G. J. McIlraith assured the House of Commons recently that the "fullest consideration" would be given to working out means by which new medium-range jetliners needed by TCA in 1966 could be built in Canada. He was replying to a question by NDP Leader T. C. Douglas, about TCA's reported need for \$200 million worth of new aircraft.

Houghco Products Ltd., a wholly owned subsidiary of International Harvester Co. of Canada Ltd., has opened a new plant in Candiac, Que. The new facility represents an investment of over \$1.5 million and employs approximately 100 people.

Leading buyers of British aircraft and parts during April were: United States, \$1.15 million; Canada, \$1.11 million; and West Germany, \$834,552. Leading buyers of aero engines and parts were: France, \$2.80 million; United States, \$2.48 million; and West Germany, \$2.08 million.

THROUGH THE YEARS with Canadian Aviation

CUNNING AND COOL, SKILLED, CONFIDENT AND COURAGEOUS, GERMANY'S GREAT AIR ACE OF W.W.I, BARON **MANFRED VON RICHTHOFEN** OF SCHEIDNITZ, DEALT OUT DEATH IN INDIVIDUAL COMBAT TO A HUNDRED BRITISH AIRMEN IN EIGHTY FIGHTING PLANES.

THE LEGENDARY BARON'S LIFE ENDED ABRUPTLY IN HIS TWENTY-FIFTH YEAR ON THE MORNING OF APRIL 21, 1918, AT SAILLY-LE-SEC, FRANCE.

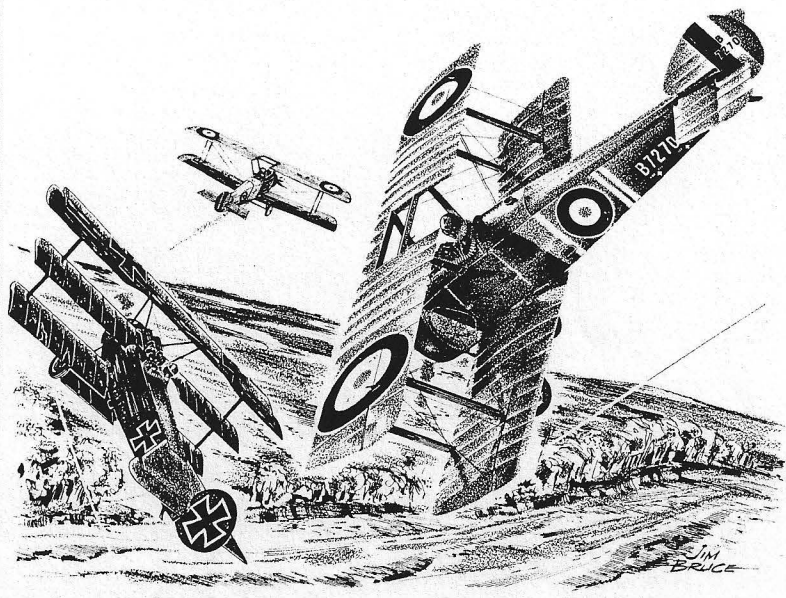
ON THIS FATEFUL MORNING, RICHTHOFEN, IN HIS RED FOKKER DR-1 TRIPLANE, WAS CHASING A SOPWITH CAMEL OF R.A.F. SQUADRON 209 LOW OVER THE SOMME RIVER. HIS INTENDED VICTIM WAS LIEUT. W. R. MAY, A CANADIAN FROM EDMONTON,

WHO WAS SEEING ACTION FOR THE FIRST TIME.

MAY'S LIFE WAS SAVED AT THE LAST POSSIBLE MOMENT WHEN HIS FLIGHT COMMANDER, CAPT. **ROY BROWN** OF TORONTO, DIVED ON RICHTHOFEN AND SHOT HIM DOWN.

BOTH BROWN AND MAY SURVIVED THE WAR. BROWN BECAME A SUCCESSFUL CANADIAN BUSINESS MAN AND LIVED HERE UNTIL HIS DEATH IN 1944.

"WOP" MAY STAYED IN AVIATION ALL HIS LIFE. HE BECAME ONE OF CANADA'S MOST FAMOUS BUSH PILOTS, REKNOWNED FOR HIS PIONEERING WORK IN THE FAR NORTH. AT THE TIME OF HIS DEATH IN 1952, HE WAS AN OFFICIAL OF CANADIAN PACIFIC AIR LINES.



NEXT MONTH: Rupert Turnbull's variable pitch propeller.

Transport

Short field Boeing 727

Recent test flying of the Boeing 727 medium range jetliner has included a number of landings, utilizing maximum-effort braking on both wet and dry runways, which point up the new jetliner's short field capabilities. On a dry runway, at a gross weight of 114,000 lb, the 727 has been brought to a full stop in just 905 ft after brake ap-



Short-field Boeing 727

plication. On a wet runway, a stopping distance of 1,780 ft was achieved at an airplane weight of 123,000 lb. No reverse thrust was applied.

During another test phase the 727 achieved speeds of more than Mach .95 at altitudes of 35,000 ft and 20,000 ft, and Mach .89 at 13,000 ft. These are equivalent to 632 mph, 670 mph and 646 mph respectively, and represent the 727's design air-speed limits at these altitudes.

Poor Prairie start

TransAir got off to a poor start on its Regina-Calgary service but company president Ron Turner is optimistic about the future. Addressing a group of airline guests he said: "It will be a few months before we can tell if it will be a successful run." Airport trouble and "troubles of our own" were pegged as cause of the "poor start." The Medicine Hat airport was out for a time because of poor runway condition.

The TransAir service leaves Regina early in the morning, stops at Swift Current, Medicine Hat and Calgary. The