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Canadair-Bristol In 3-Nation Venture

Canadair has moved to give Canada new status in international air production by joining companies from two other nations in an unprecedented bid to produce a world leader in the turbo-prop airliner field.

Pool Resources. The Montreal firm is to pool designing talents and production facilities with Bristol of England and the U.S.'s Convair on an aircraft which, the principals say, "will be competitive in airline operation with jet airliners in 1960."

New details of the project were learned first by Canadian Aviation at the recent IATA Quebec conference.

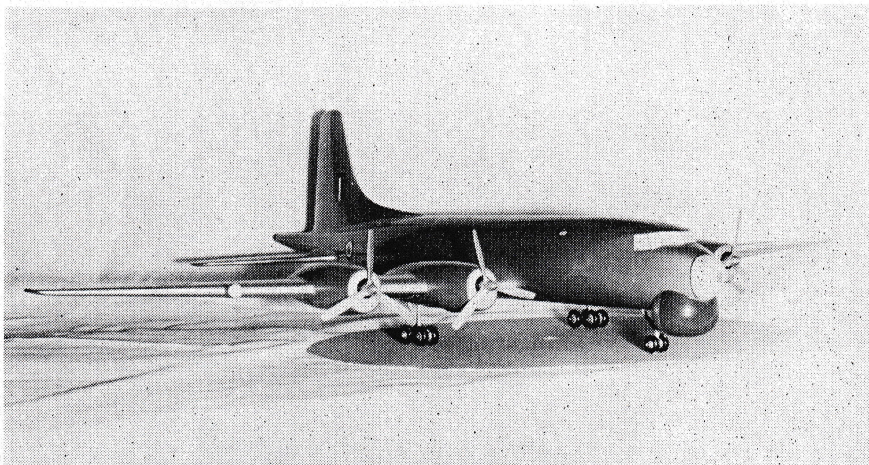
Specifications. Key to the new design is production of an aircraft to take the power of four Bristol BE-25 engines. Other design requirements are: gross weight, 170,000-200,000 lb.; seating capacity, 120 tourist passengers "in comfort"; range, 5,500 miles, or, more important, ability to cross the Atlantic fully loaded nonstop westbound against prevailing headwinds; speed, 460-500 mph at 30,000-36,000 ft.; delivery, 1960.

To meet design requirements for the BE-25s, the craft will have a slightly swept-back wing with thickness/chord ratio of 12.

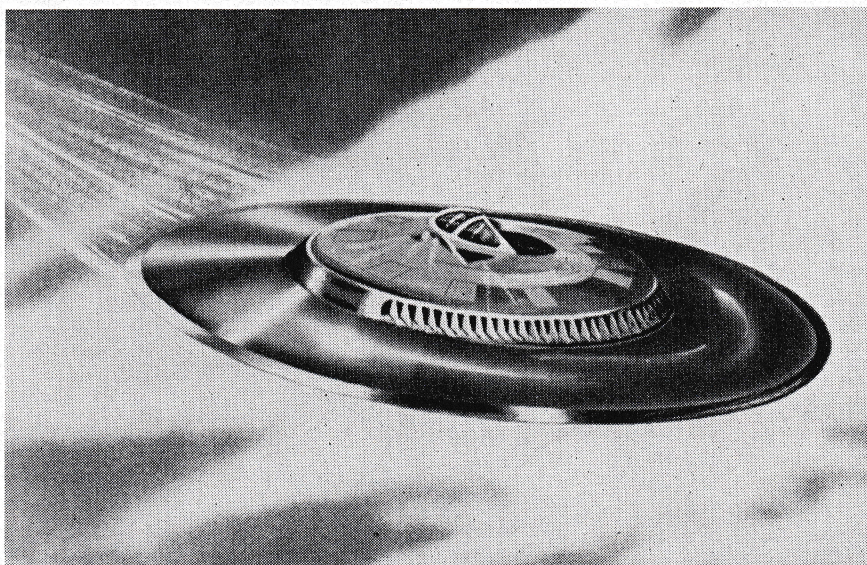
Fuselage design has not been confirmed yet. One of the three companies has suggested a "double bubble" fuselage, while another favors a fatter Britannia type.

Canada Benefits. If the project is carried through, a prototype will be built on each side of the Atlantic. No matter what the decision as to where the major job on the prototype and production goes on this side of the Atlantic, Canadair should certainly gain substantial subcontracts.

Selling points for the three-nation transport are: fully "Americanized" aircraft; more economy in prime cost and operating cost than Boeing's 707 or the DC-8; greater operating flexibility than jets over both long and short hauls.



EXCLUSIVE first picture of model of Canadair's CL-28, the Bristol Britannia MR.



COMING UP? Avro Ltd. may be on the way to making "flying saucers" a reality. American officials say, the disc-shaped, vertical rising craft drawn above could result from a current Avro project.

An Avro aircraft official recently said that about 30 of its technicians and draftsmen applied for U.S. visas after "talent scouts" from American firms had offered free homes and transport and guaranteed overtime to bring wages to twice Avro rates.

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Department of Defense Production has awarded Redifon, Ltd. U.K. a contract for the construction of a flight and tactical simulator to familiarize aircrews of RCN with the Grumman S2F anti-submarine aircraft for \$1,000,000.

This follows a contract placed by the Department in 1953 for \$4,000,000 worth of Sabre simulators for the RCAF. The Redifon S2F is claimed to be the first British simulator to combine facilities for flight familiarization with training in the use of radar and tactical anti-submarine equipment.

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Canadair's newly expanded test and development facilities were formally opened the first of this month. Members of the government and senior officers of the armed forces attended the official ceremonies.