



**THE DRAGONS' LAIR** is this large assembly operated by Saab Aircraft Co. in Sweden, where the Saab 35 Draken all-weather fighter is in quantity production for the Royal Swedish Air Force. Latest version is the S35B reconnaissance type, powered by the R-R RB.146 (17,000 lb./th. with reheat).

## Canadair Moves Ahead

After what happened to the Arrow, it is not surprising that Canadair has replaced Avro Aircraft Ltd. as the biggest Canadian money earner in the field of defence equipment and services.

The public accounts for the 1959-60 fiscal year show that Canadair was paid \$84,060,098 by the Government during the year, a decrease of \$4,885,894 from the previous fiscal year.

Avro was paid \$31,328,609 compared with \$95,870,173 in 1958-59. Most of this payment was for termination costs on the Arrow.

Orenda Engines still ranked third at \$24,739,133 though this was a big drop from \$54,457,519 the previous year.

Eight companies were paid more than \$10 million each by the Defence Department. Besides Canadair, Avro and Orenda, they were: Imperial Oil, \$16,162,939; Lockheed, \$13,954,160; Canadian Marconi, \$13,399,519; de Havilland, \$12,754,826; and Canadian Aviation Electronics, \$11,536,335.

## Buy Canadian

The question of why publicly-owned TCA should be spending some \$150 million on British-built Vanguard when Canada's Aircraft Industry is atrophying for lack of orders, was raised in January when an AITA delegation met in Ottawa with Cabinet ministers.

Organized with the blessing of Prime Minister Diefenbaker, the meeting was attended by Defence Production Minister O'Hurley, Labor Minister Starr, and Transport

Minister Balcer, in addition to representatives of the AITA. Finance Minister Fleming was unable to attend.

The AITA spokesmen, who claimed that the industry was in jeopardy, asked that the next generation of airline transports be built in Canada.

## Ghana Orders Caribou

The government of Ghana has placed orders with de Havilland Canada for a further number of STOL utility aircraft in the form of eight Caribou and 12 Otters. These orders follow the contract last September for 14 Beaver aircraft. The Ghana government has also ordered, through de Havilland England from RAF supplies, 12 Chipmunk trainers.

Value of the Caribou order is approximately \$5.75 million, the value of the Otter order with spare parts is approximately \$1.8 million. Delivery of the first two Caribou will be made in November 1961, to be followed by four more in 1962 and the remaining two early in 1963. These aircraft will be flown to Accra via the Azores, by flight crews of the Ghana Air Force.

Delivery of the Otters, by sea, commences with the shipment of two this month, continuing thereafter at the rate of one per month. The Beaver deliveries, also by sea, start in December 1960 and will continue till next October.

DHC has undertaken to base service engineers and a pilot for several months in Accra to assist in reassembly of the Beavers and Otters and in familiarizing flight personnel with these two types. Instruc-

tion and maintenance of the Caribou will be provided for Ghana personnel at de Havilland Canada's Downsview, Ontario, factory.

Meanwhile, the U.S. Army which already has a total of 51 Caribou on order, is expected to increase this to 61 prior to the end of the present fiscal year.

## CL-44 Performance Upped

A range improvement for the CL-44 of 6%, or 320 miles, and a speed increase of 3½%, or 13 mph, over the original performance guarantees, have been announced by Canadair Ltd.

These increases in the economic capabilities of the swing-tail CL-44 come just two months after the announcement of an 11% to 12% reduction in runway requirements. These are 6800 feet for maximum take-off weight, and 5980 feet for maximum landing weight.

All of these advances on the CL-44's performance are the direct result of recent flight test measurements which now replace earlier and conservatively estimated data.

## Bomarc Details

Central Aircraft Mfg. Co. Ltd. of Downsview, Ont., has signed a contract with Boeing Airplane Co. to assist in installing Bomarc missiles at the North Bay Bomarc site. Central Aircraft is owned jointly by The de Havilland Aircraft of Canada, Canadian Aviation Electronics Ltd., and Ferranti-Packard Electric Ltd. All three parent companies will supply personnel for the work called for in the service contract with Boeing.

The contract, which was announced by Boeing, calls for "management assistance and technical support" in preparing the Bomarc base for delivery to the RCAF. Value of the contract was not disclosed.

Since Boeing normally uses about 150 people to install missile and equipment necessary at such sites, and the American prime contractor is sending only 50 to the North Bay site this June, it is assumed that Central Aircraft will be providing about 100 men. Clerical help and employees who do not require specific training on Bomarc, will be hired in the North Bay area.

## CL-44 Overhaul Cycle

Airframe overhaul cycle for the CL-44, based on the use of a continuous maintenance program has been established at 13,500 hours to start. This cycle makes use of inspection frequencies practiced by major airlines to avoid excessive interference with flight operations.

The 13,500-hour figure was set at a recent meeting at Canadair between the FAA and three cargo air-