

likely to be big enough to permit Canadair to rehire the some 5,000 employees it has laid off in recent years.

In another area, a production program for the CL-89 battlefield surveillance drone which Canadair has been bringing along for the past few years would amount to some \$25 million. The drone will be tested in the U.S., probably next year. Canada and Britain have gone into the project together. Canadair started the project in 1959 and has received some \$1.7 million in federal aid.

## Seek Canadian Content

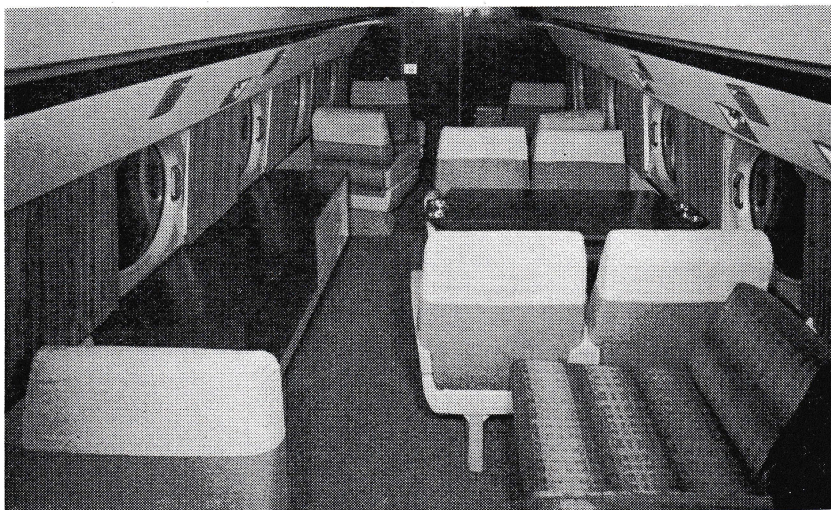
MONTREAL — Canadian companies, which received some \$4 million in sub-contracts from the Lockheed-Georgia Company in the first quarter of 1963, have excellent prospects of doing much more business with the company on its current production programs, it was stressed at a recent two-day Lockheed-sponsored symposium on Canada-U.S. production sharing.

Pointing out that Lockheed-Georgia business with all vendors during 1963 shapes up to exceed \$300 million, spokesmen for the U.S. firm indicated they would like to see Canada's share of the sub-contract work increase.

Representatives of some 40 Canadian firms met with the Lockheed-Georgia purchasing team headed by J. P. McCarthy, director of materiel. They learned first hand of the U.S. company's methods of requesting quotations, their contract procedures, and current requirements.

Best immediate prospects are on the C-130 Hercules, now in high production. A number of Canadian companies also have contracts on the C-141 StarLifter, but since this latter aircraft is still in the development stage contract opportunities are more limited.

Among the items on which Lockheed-Georgia spokesmen indicated they are interested in establishing al-



**COMPLETE OUTFITTING OF THE INTERIOR** of this executive aircraft, a Grumman Gulfstream, was recently completed in Canada by Timmins Aviation Ltd., which says this is the first time it has ever been done by a Canadian-based firm for resale in the U.S. The aircraft, now owned by American Brake Shoe Co. Ltd., was ferried from Atlantic Aviation Inc., Wilmington, Del., to Timmins for the interior work. Aircraft is fitted out for 12 passengers and crew of 3.

ternate sources of supply are pumps, actuators, cylinders, relays and other aircraft system components, as well as castings, standard parts, Lockheed-designed parts and vendor-designed parts.

## Ghost of the Avrocar

SAN DIEGO, CALIF. — Shades of Avro's Project Y (Avrocar)! General Dynamics/Convair are continuing engineering studies on what is described as a Ground Effect Take-off and Landing (GETOL) aircraft under a \$128,000 Bureau of Naval Weapons contract.

The study is part of a long range program to ascertain effectiveness and economy of utilizing the GETOL principle which was the crux of the Avro venture. The GETOL vehicle would be supported on a ground effect air cushion during vertical take-off or landing and during acceleration over

an unimproved land or water surface. It would then cruise conventionally.

Under the contract recently announced General Dynamics/Convair will conduct seven months of static testing with different platform models to determine the configuration with best inherent stability and control characteristics while in the ground effect mode.

## Tutor Progress

MONTREAL—The first Tutor primary jet trainer is scheduled for delivery to the RCAF in December. It will be checked out at Uplands and Churchill (cold weather tests). The flying instructors will begin training at Moose Jaw May 1, 1964.

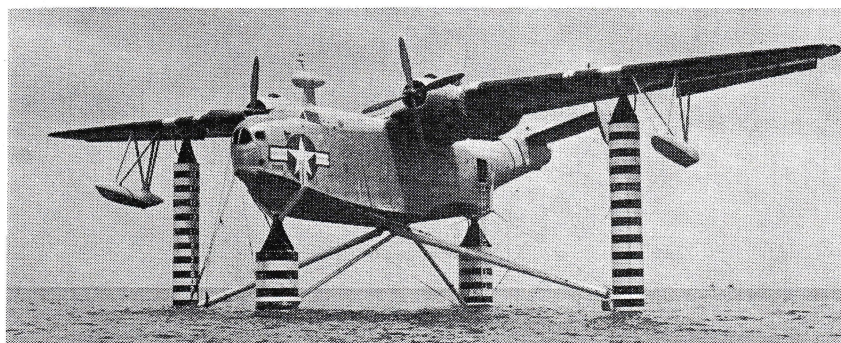
## More DC-9 Contracts

LONG BEACH, CALIF.—The electric power generating system for Douglas' DC-9 short range jetliner will be designed and built by the Aerospace Electrical Div. of Westinghouse Electric Corp. The contract award to Westinghouse is valued at approximately \$1.3 million.

The arrangement includes development cost and deferred payment features similar to those negotiated by Douglas with five other firms which have signed agreements for production of DC-9 components.

## DC-9 Wing Spars

WORCESTER, MASS.—De Havilland Aircraft of Canada Ltd. has placed initial orders for forged aluminum wing spars for the Douglas DC-9 short range jet liner with Wyman-Gordon Company here. The contract, calling for 25 ship sets of spars, totals 100 aluminum forgings each about 120 inches long and with ship-



**STILT-LIKE VERTICAL FLOATS** designed by Convair give this USN PBM-5 a smooth ride on the open sea. The experimental floats provide capability to float on station in open waters with minimum of motion, thereby making a seaplane a stable, working platform for ASW operations. During tests, PBM with vertical floats showed little motion in 4-5 ft. waves, while conventional PBM rocked so violently crew was unable to perform routine tasks.