



AVROCAR VTOL AIRCRAFT WAS PHOTOGRAPHED recently by CBC photographer Jack Judges. Several tethered flights have been made by the Avrocar, which appears to be about 25 ft. in diameter. Opening at centre is probably the air intake. The Avrocar's test pilot is W. J. (Spud) Potocki.

Five Point Program

A five point program to ensure a more predictable future for Canada's Aircraft Industry, was suggested by retiring AITA President J. A. Morley at the organization's recent annual meeting in Montreal, Oct. 26-28.

Said Mr. Morley: "Since the aircraft industry in Canada, aided and abetted by present and past government pressure, has concentrated on military requirements which resulted in a single customer whose pulse is nearly impossible to feel, contrary to the commercial market where market surveys are a tool to forecast what the people want, we must rely on a realistic aviation policy, both military and commercial.

Mr. Morley's five points:

- Greater participation by industry in the selection of development projects under the development and production sharing programs.

- Enlighten the government on the overall economic benefits of ensuring that Canadian primes and subcontractors compete on equal basis with foreign contractors in production of foreign designed aircraft.

- Win the confidence of the government departments to ensure that prior discussions with the industry take place before enactment of legislation that may not achieve the desired results.

- Urge the government to formulate a sound realistic defence policy so that industry's effort may be concentrated in a field that will gain recognition for Canada as an expert in that field. This

could be, for example, an undertaking by the RCAF and the RCN of the complete role of anti-submarine warfare for the entire North American continent.

- Urge the government to review their policy with respect to assisting in the financing of Canadian built aircraft for licensed Canadian operators.

Slick Buys CL-44's

Slick Airways has signed a letter of intent to buy two Canadair CL-44D-4 turboprop swing-tail cargo aircraft, and has taken an option on four more. Total cost for the two aircraft with spares is in the neighborhood of \$10 million.

The move followed Slick's withdrawal of its offer to buy six Super Hercules cargo freighters; this deal foundered when the U.S. Government failed to order the big freighter for the USAF. Pan American Airways had contracted to buy 12 of the Super Hercules, and are said still to be interested in it.

Slick's order for two CL-44D-4's is being backed by the Canadian Government-owned Export Credits Insurance Corp., as were those of the Flying Tiger Line and Seaboard & Western Airlines.

Budgetary Dilemma

One of the greatest dilemmas of the National Defence Department, and possibly the greatest, is the steady decrease in funds available for new weapons and equipment.

This dilemma may force a hard

choice on the Government: an eventual increase in the defence budget or the elimination of some armed forces commitments and activities and/or personnel.

There has been in the last several years an unwritten Government policy that defence expenditures should not rise above the level of about \$1.7 billion a year.

But in the meantime the costs of armed forces maintenance and operations have risen steadily and eat up a greater and greater proportion of the defence budget.

In the current fiscal year these costs have increased to about \$1.1 billion compared to \$1,050,000,000 in the previous year. These costs become even more burdensome as the equipment gets older.

The procurement program this year was chopped by one-quarter—to \$332 million from \$441 million—from the year before and there now are indications that it will be cut again next year by another 20 per cent, leaving only some \$267 million in the 1960-61 fiscal year beginning next April 1.

Altogether, spending on current aircraft and missile programs, including the electronics for them, will be reduced to roughly \$137 million from \$204 million.

Such systematic reductions could continue, theoretically, until the armed forces' procurement programs vanished.

Order More Sonobuoys

Sparton Radio of Canada Ltd., London, Ont., has been awarded a DDP contract for 8000 sonobuoys. These electronic devices are used as droppable stores in anti-submarine warfare. They consist of a hydrophone which picks up underwater noises and transmits them via VHF radio to an airborne receiver. The re-order contract is worth approximately \$1,341,000.

Avian Nears Completion

Avian Industries Ltd., Georgetown, Ont., is in the last stages of assembly with the first prototype Avian 2/180B rotorcraft, preparatory to commencing flight trials. A total time of seven months has elapsed from initiation of the design, a feat which Avian believes to be a world record for an aircraft designed to production standards.

The young company believes that the future looks very promising, and indications to date are that the original

NOV 1959