

11 March 1959

MEMORANDUM TO FILE :

AFTER CANCELLATION

SUBJ: NOTES ON VISIT TO OTTAWA, MARCH 4 - 5TH,
MESSRS J.A. MORLEY AND J.C. FLOYD

Discussions with A/V/M Easton

CF-100

A/V/M Easton could not see any concrete requirements for development of the CF-100, except the E.C.M. and Coupler jobs which are presently going through on formal contract. However, he said it was his personal opinion that the only program on the CF-100 that they would buy would be a weight reduction program to give better performance to the aircraft.

I pointed out that we had done this in a pretty drastic manner on the Mark 3, and could not see much increase in performance without a change to either the aerodynamics or powerplant.

He felt that the short wing strike version would have limited capability because of the speed restriction. However, I believe that we should table a short report with him, indicating the performance that we might achieve with this version.

The Vice Chief of Air Staff, A/V/M D. Smith, is personally writing up a report on possible CF-100 improvements. This should be ready sometime next week, and A/V/M Easton will give me a ring as soon as it is available.

F11F-1F, or 98J-11

It had been obvious, in earlier discussions with Lyn Thompson, that no decision would be made on the NATO Strike Fighter until June of this year, and A/V/M Easton confirmed this, and said that no specification had been written up for the aircraft, and the R.C.A.F. were "awaiting events". However, he did say that the requirement, if in fact one existed, was for a strike fighter with a secondary interceptor role, and that the philosophy would be to purchase as much off the shelf as possible, and to reduce development to the absolute minimum.

F11F-1F, or 98J-11 (cont'd)

He indicated that the NA.39 was not yet out of the picture, nor was the N.156. However, the 98J was apparently still a strong contender. If the 98J was chosen, it was his opinion that it would have the J79/3 engine, that it would have a North American fire control system with pulse doppler and ground mapping, and that the weapons would be identical to those quoted for the Mark 7 and 8 CF-100.

He indicated that it might be worthwhile talking to S/L J. Collins and F/L K. Thomassen.

It was A/V/M Easton's understanding that the weight of the 98J was around 25,000 to 30,000 lb., as opposed to 17,000 lb., which I had understood from a report on the previous visit to Grumman.

Action:

1. Prepare write-up on ground attack CF-100 with clipped wings.
2. Visit Grumman with above meager knowledge, but adequate clearance to be able to assess the engineering content of the R.C.A.F. version of the 98J.

Discussions with A/C Bean

Jet Transport

A/C Bean indicated that although they had a basic requirement for a fast jet transport of about the size suggested, the Convair Eland airplanes would fill this requirement for at least the next ten years.

He also felt that the range of the aircraft would have to be somewhere in the order of 1,200 miles normal, with an allowance of 3/4 hour loiter, 300 mile alternate, and 5 to 10% fuel reserve on landing. We indicated that it was possible to achieve this on the transport with extra tankage and promised to send him some data on this version.

P-15

We brought him up to date on the work on this project, and he agreed to a briefing group going down to give his people details on the

P-15 (cont'd)

project, and said he would also correlate this with the Canadian Army operational requirements group.

Bushmaster

While the Air Commodore was not particularly enthusiastic about the Bushmaster concept, he said he would be willing to have Mr. Carow and the boys give his people a briefing on this also. Mr. Marley is attempting to set this up.

Action:

1. Prepare unsophisticated brochure for Air Commodore Bean on the Jet Transport.
2. Arrange briefing on P-15
3. Arrange briefing on Bushmaster

Other Items

While we were in Ottawa, we were approached by Mr. Butley of Air Fouga, who have designed and built the Fouga Magister training airplane. He said that Air Marshal Campbell had told him that there was a definite requirement for a training airplane, and that they would like us to take out a license to produce the trainer in Canada.

Mr. Butley is having further discussions with Mr. Plant on this and I don't know what will come of it. However, the Magister is an excellent airplane, which we have analyzed previously at the time of designing our own trainer, when it then appeared that our own air force would not go for the Magister tandem arrangement. Our own project and the Canadair trainer were side-by-side arrangements.

We managed to pry loose a letter of intent on the engineering nucleus, and now have full authority to bring back these engineering personnel.

Mr. Thompson is also working on ways and means of dealing with the use of our engineers at N.A.S.A. We also agreed with him the mech-

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anism being used on the hiring out of engineers to other companies, so that there could be no misunderstanding between the Government and ourselves on this.

J. C. Floyd,
Vice-President, Engineering

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