

REPORT FROM Ottawa

By Special Correspondent

New RCAF Trainer—At the request of the Research and Development Division of the RCAF, the Department of Reconstruction and Supply has sent letters of instruction to two Canadian firms, A. V. Roe (Canada), Toronto, and Fairchild Aircraft, Montreal, authorizing them to proceed with the building of three prototypes for a new, all-purpose training aircraft. The new machine, required in three variants for the training of all members of air crew except pilots, will serve the twofold purpose of: (1) Stimulating the Canadian aircraft industry; (2) Equipping the Regular Air Force.

Preliminary specifications were issued in July, 1944, to 10 Canadian manufacturers. Design staffs visited Mountain View Air Station, studied training in progress, then returned to their drawing boards to prepare basic competitive designs. Submissions by Fairchild and Noorduyne were originally considered, then A. V. Roe replaced Noorduyne when the latter firm was faced with complete reorganization.

The first blueprints show that the Fairchild trainer will have a span of 77 ft. 10 in., a length of 52 ft. 9 in. The A. V. Roe design will have smaller wings (73 ft.), longer fuselage (58 ft.). Each plane will be powered by two 1,200 h.p. radial engines, will cruise at over 200 m.p.h., will have twin tails and tricycle undercarriage. In general layout, both will bear some resemblance to the Mitchell.

Mockups are now being prepared: wind tunnel models should soon be forwarded to National Research Council for testing. The first prototypes are tentatively scheduled for delivery in about 20 months.

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U. S. Air Service to Ottawa—Colonial Airlines have been granted a license by the Air Transport Board to operate twice-daily service between Ottawa and New York at rates

of \$25 (one way) and \$47.50 (round trip). The number of daily flights may later be increased. The license grants Colonial permission to operate a similar service between Ottawa and Washington, D.C. The first trip is scheduled for March 20.

Inauguration of the Ottawa-New York service, originally scheduled for Feb. 2, was delayed when the Air Transport Board decided to hold a public hearing on Feb. 8. In future these hearings will precede the awarding of licenses to any foreign carriers.

Public hearings are also scheduled for all foreign carriers currently holding licenses from the Board of Transport Commissioners. United Air Lines, Western Air Lines and Northeast Airlines hold licenses expiring in April. Their hearings are scheduled for March 4 and 5. Pan American Airways and American Airlines will have their licenses reviewed on March 27 and 28.

On Feb. 19, Colonial Airlines Trip 51 took off from LaGuardia Field, N.Y., carrying a number of U. S. senators, congressmen and Colonial officials. After a three-hour trip via Burlington and Vermont, the 21-passenger DC3 landed at Uplands Airport, Ottawa, thus completing the initial trip of the new twice-a-day schedule between the two cities.

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Duty on Aircraft—Now that the Air Industries and Transport Association brief has been submitted to the advisory committee set up by the Department of Finance it is possible to release some of the specific details. Outstanding recommendations:

(a) That duty be abolished on U. S. aircraft and components not competing with Canadian products.

(b) That guaranteed margins of Empire preference on aircraft, parts and roller bearings be deleted.

(c) That Canada obtain from all countries of the Empire the same privilege for free importation of air-

craft and parts which Canada extends to them.

(d) That the intermediate tariff (to U. S. and other favored nations) be greatly reduced, and in no cases to exceed 15%.

(e) That the lowest rate of duty (not to exceed 15%) apply to Canadian aviation exports to the U. S. A.

Initial reaction to the brief seems encouraging. Government advisers, realizing that the association represents both manufacturer and consumer, have termed the recommendations reasonable. Similar representations concerning gliders (which are subject to the same regulations) have been made by the Soaring Association of Canada.

The Association brief also asks for the repeal of sales tax on aircraft and parts, pointing out that these are used in primary industries which affect the natural wealth of the country.

The AITA recently assisted the National Research Council in the appointment of industry representatives to council subcommittees. Now that NRC is organized for peacetime, industrial problems are given top priority, even over basic research.

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Crossing the Border—Canada-U. S. committee deliberations aiming at simplification of inspection for people flying across the border are still continuing. Results are expected soon, but there will probably be some delay before they can be translated into regulations.

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Regular Air Force Plans—Peacetime strength of the Regular Force has been set at 16,100 men, with 15 auxiliary squadrons and a reserve of 10,000 men. The Directorate of Air Training is hard at work on training plans for the 10,000 recruits needed in 70 trades for the Regular Force. It appears now that the preferential privileges for war veterans (originally withdrawn on Feb. 2) will be continued for some time. The RCAF needs experienced men, promises that veterans will retain rank and seniority upon re-enlistment.

Peacetime armament instructors will soon gather at Mountain View to study such modern developments as radar-assisted, gun-laying turrets and automatic blind bombing equipment. Asked how the new weapons stack up beside the atomic bomb, one armament expert answered, "We try not to think about that."

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