

The Straight Goods

The game of questions and answers is a popular one all over the world. No less than any other person, the editors of *Aircraft and Airport* like to play it. Recently these self-same editors had a smashing session via the mails with one Hon. Brooke Claxton, Minister of National Defence.

The game started off with *Aircraft and Airport* asking Mr. Claxton if it was true that in the interests of standardization the Department of National Defence intends to place no further orders for British made aircraft. To this Mr. Claxton replied:

A Common Victory

"During the last war it became obvious that if Canada was to contribute her share to the common victory, she could not depend on overseas sources of supply for aircraft. You are familiar with the almost complete breakdown of supply lines from overseas in 1940, and the building of the Canadian aircraft industry. Our policy has not changed, and as far as possible it is intended that North American sources of supply, and in particular the Canadian aircraft industry, will be encouraged.

"Standardization of Canadian industrial practice is essential. If British type aircraft is built in Canada a considerable amount of re-engineering is necessary. This is an expensive process, as drawings, screw threads, gauges of material, shop practices, and many other things must be changed. The result is that the aircraft becomes an orphan, requiring to a considerable degree separate lines of supply.

A British Type

"This does not mean that there will be no more orders for British-made aircraft. If it is found that a British type meets a requirement, the British type would not be discarded. The purchase of the Vampires is a good example of this point, as at the time they were ordered we had no other source open to us."

Aircraft and Airport next wanted to know what role the Vampire was to play in relation to the North American F-86 Saber. And Mr. Claxton answered thusly:

"The Vampire will continue in its operational role as a fighter aircraft. Regardless of the type to take its place, the Mark 3 will, of course, have to be replaced at some time."

It was *Aircraft and Airport's* turn again and the editors asked the Defence Minister if drop tanks for the Vampires had been ordered. This brought forth the terse reply that: "Drop tanks for the Vampires have been ordered."

On being queried as to what provision had been made for the overhaul of the de Havilland Goblins with which the Vampires are powered—and of the Vampire airframes, Mr. Claxton had nothing more to say than "... Ar-

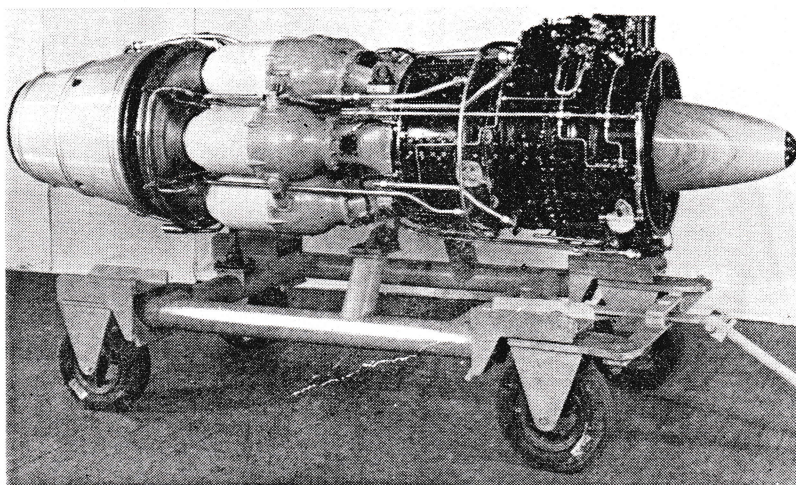
completed. No decision is possible at the present time as to the manufacture of the engine in Canada, nor as to possible replacement of the TG-190 by another type."

Two Actions

Two actions, seeking amounts totaling over \$1,400,000 and orders restraining what is termed "further violation of agreements", have been instituted by Douglas Aircraft against Canadair Limited.

Two Bits Worth

Getting its two-bits worth in first, Douglas issued a lengthy press release on the same day as the action was instituted. This enabled the newspapers to print an account of the instituting of the actions almost at the same time as they were being instituted; it also made it impossible for Canadair to comment on the actions before press



JET GEN: The most recent release on the Avro Chinook (above) reveals that it develops 2,600 pounds of static thrust at 10,100 rpm at sea level for take-off. For climbing it develops 2,100 pounds of static thrust at 9,800 rpm at sea level. At cruising it develops 1,900 pounds static thrust at 9,500 rpm at sea level. Weight is 1,250 pounds; length, 125.1 inches; frontal area, 5.6 sq. ft.; and diameter, 32 inches.

rangements have been made for overhaul of Vampire airframes and Goblin engines in Canada."

Aircraft and Airport's last question asked if present negotiations for manufacture of the F-86 in Canada referred to airframes only, or did they also embrace the General Electric TG-190 with which the aircraft is powered in its present form . . . and if there was a possibility that some other engine might be used in the Canadian version. And here's what Mr. Claxton said:

"Negotiations for manufacture of the F-86A in Canada have not yet been

time.

From the Douglas side of the fence, the story reads like this: "The first action is based upon the contention that Canadair violated the provisions of a contract originally made between the Canadian government and the Douglas company and subsequently assigned by the former to Canadair Limited.

Three Hundred Thousand

"In that action, in which damages in the amount of \$300,000 are claimed, it is alleged that Canadair violated pro-