No More Lightplanes?

Production of personal aircraft will virtually cease when the new U.S. Controlled Materials Plan goes into effect on July 1, it would appear. Personal aircraft aren't even listed as being eligible for essential materials under this system, which means that lightplane manufacturers have to cut down their production to suit the amount of material they can get without priorities. That isn't likely to be very much.

Even air line type aircraft have been placed on the Controlled Materials Plan's "B" list, a secondary rating. Military projects are on the "A" list and the feeling in the U.S. is that air line type machines should be considered just as essential as any military aircraft. Listings for the Controlled Materials Plan are compiled by the U.S. National Production Authority.

These developments are of prime interest to the Canadian aircraft industry as well as to those importing or planning to import aircraft from the U.S. In fact, just recently, the effect of the Controlled Materials Plan on Canada, and the mechanics of Canadian participation in the scheme, was the subject of discussions in Washington between government officials from both countries.

The Canadian Department of Defense Production explains that the Plan will allocate steel, copper, and aluminum to producers of defense and other essential items on the basis of detailed requirements submitted in advance to the U.S. Government.

As a result of the Washington talks, Defense Production expects that Canada, when it comes to obtaining requirements for defense and other essential purposes from the U.S., will fit into CMP in almost exactly the same way as this country did in the Controlled Materials Plan which was developed in 1943 and continued through to 1945. Among other things, it is anticipated that a Canadian system of program classification will be necessary, under which the Canadian importer will show the general distribution of his products by principal classes of use.

Dove Delivery

The first de Havilland Dove to be delivered from England to the U.S. by air landed in Toronto recently. Bearing American registration N4953N, the aircraft left Hatfield, England, on April 19, and stopped for refuelling at Reykjavik, Iceland; Bluie West, Greenland; Goose Bay, Labrador; and Dorval.

The Dove made the trip against prevailing headwinds in 28 hours flying time. It was fitted with standard wing tanks (205 U.S. gallons) and an extra 60-gallon tank in the rear baggage compartment, giving a total still-air range of 1,370 miles. In addition to the crew and customary load of North Atlantic emergency equipment, the Dove carried a substantial load of air freight.

This first machine is for delivery to E. A. Hall, of Albuquerque, New Mexico. Others will follow across the North Atlantic at the rate of three per month, increasing to five per month in September.

Orenda Sabre Arrives

The experimental Orenda-powered F-86 Sabre arrived at Malton, Ontario, late in April and is now undergoing a test program in the hands of Avro, Canada's flight test department.

Contracts Awarded

Contractors awarded business in excess of $5,000 by the Canadian Commercial Corporation during the period March 16-31, and in excess of $10,000 by the new Department of Defense Production during the period April 1-15, include the following. The Department of Defense Production awards begin with the second listing of Abercorn Aero Ltd.

Abercorn Aero Ltd., Montreal, $12,573 for aircraft parts.

Aluminum Co. of Canada Ltd., Montreal, $36,648 for aluminum.

Aviation Electric Ltd., Montreal, $36,929 for aircraft parts.

Canadair Limited, Montreal, $70,663 for aircraft repair and parts.

Canadian Car & Foundry Co. Ltd., Montreal, $6,283 for aircraft parts.

Canadian Pratt & Whitney Aircraft Co. Ltd., Longueuil, P.Q., $9,950 for aero engine parts.

The de Havilland Aircraft of Canada Ltd., Toronto, $604,272 for aircraft and repairs.

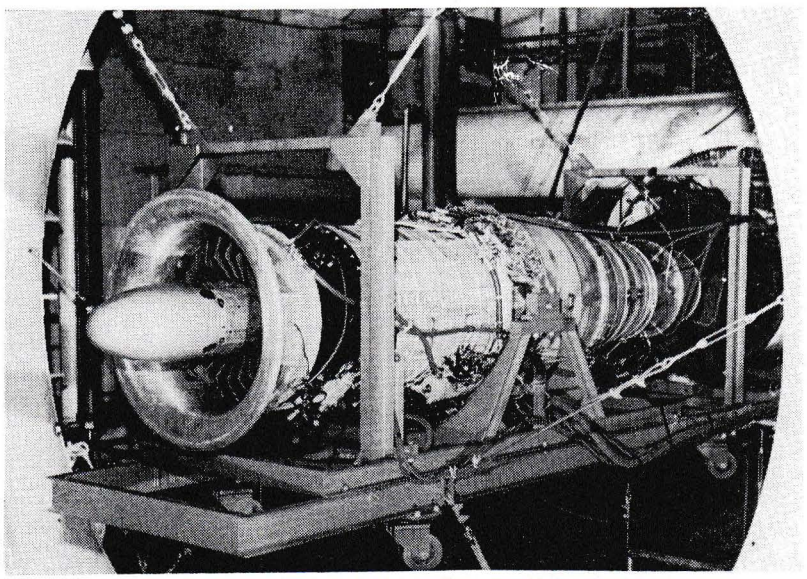
Dowty Equipment of Canada Ltd., Ajax, Ontario, $25,592 for aircraft and marine parts.

Sir George Godfrey & Partners, Montreal, $9,679 for aircraft parts and repairs.

MacDonald Bros. Aircraft Limited, Winnipeg, $5,301 for aircraft parts and repairs.

L. Massicotte Ltd., Cap de Madeline, Quebec, $7,200 for hangar repairs.

Railway & Power Engineering Corp. Ltd., Montreal, $9,796 for aircraft equipment.



PRECIOUS GEM: The Armstrong Siddeley Sapphire is shown above in a test cell of Wright Aeronautical Corporation, Wood-Ridge, N.J., American licensees for production of the engine, which has a rated static thrust of 7,200 lbs. Wright has, in turn, licensed Buick to produce the Sapphire, which has the USAF designation "J-65". The engine has already been flown in the Republic F-84F Thunderjet.