



**DC-8 IN MONTREAL.** On the ramp at Dorval is first Douglas DC-8 jet liner to visit Canada. TCA will have DC-8s next year.

## F-104G to Canadair, Orenda

Defence Production Minister Raymond O'Hurley in mid-August announced the government decision on the main contracts for production of airframe and engine on the 200 Lockheed F-104G strike-reconnaissance aircraft for the eight RCAF NATO Air Division squadrons now flying Canadair-built Sabres. Canadair Ltd. of Montreal receives the \$91,500,000 airframe contract with its proposal being accepted over those of Avro Aircraft Ltd. of Malton and de Havilland Aircraft of Canada Ltd. at Downsview. The contract for production of the General Electric J-79 power plants was awarded to Orenda Engines Ltd. of Malton. Value of the Orenda contract is an estimated \$80,000,000. The government had indicated earlier that it was giving Orenda first chance at the power plant contract and would do business with the Malton firm if its proposal was reasonable and sound.

Up to press time there had been no further details of the extent to which either of the prime contractors proposed to sub-contract throughout the industry. Avro Aircraft Ltd. which specialized equipment particularly adaptable to some of the F-104G production requirements appeared a logical choice for some airframe sub-contract work. De Havilland Aircraft, understood unofficially to have

presented an extremely attractive over-all proposal with regard to spreading the project around in the industry, could also be expected to be in a strong position for sub-contract work.

The Canadair proposal is understood to have been the lowest of the three presented to the government. The Montreal firm was reportedly able to take full advantage of other projects in hand in assessing overhead on its F-104G proposal.

### Avro's Disadvantage

Avro of course is not as well situated as Canadair in this regard and so it is understandable that the Malton company's quotation would be higher. The very nature of the proposal de Havilland is understood to have made, with extensive sub-contracting, would be expected to boost their final price over Canadair's.

Orenda Engines Ltd. may be expected to make use of its normal sub-system sources in bringing the J-79 into production. At the engine company itself, the contract is expected to result in hiring of in the neighborhood of 2,000 in addition to the some 1,000 now employed at Orenda, bring the total work force at the peak of the J-79 program to around 3,000.

Announcement of the government de-

cision brought representatives of the successful bidders, and other interested parties, on the double to Ottawa to work out full contracts.

Full value of the airframe and engine contracts comes to an estimated \$171,500,000, which according to Defence Production Minister O'Hurley's calculation at the time of announcing the decision represents 67 percent of the over-all program (36 percent airframe and 31 percent engine). The remainder of the project (fire control, navigation, weapons system, etc.) should by these estimates be worth in the neighborhood of \$85,000,000, giving a program total of \$255,000,000, which is somewhat short of the \$400,000,000 the minister estimated when announcing the original decision to purchase F-104Gs with production in Canada.

There is bound to be plenty of jockeying for supporting systems on the project. If experience to date on the project is an indicator, price will be a vital factor in a successful bid. Defence Production Department economy mindedness has been evident down the line in recent months with the fixed price philosophy being quite rigidly applied.

Among the best bets for a system contract on the program appears to be Computing Devices of Canada Ltd., Ot-



tawa, which already has a contract with West Germany to equip its F-104Gs with its latest mark of the Position and Homing Indicator. Adoption of a common tactical and navigation system for the Canadian and German Starfighters appears logical.

In addition to the contract on the Canadian program, Canadair also receives as part of its successful proposal a subcontract from Lockheed Aircraft for production of some of the airframe components on the first 66 of the 266 F-104Gs for West Germany. This initial batch of aircraft for the West Germans are to be built by Lockheed, with the remainder produced under license in Germany.

The Canadian government's over-all position on its licensing agreement with Lockheeds has not yet been made clear. It is understood that during licensing negotiations Canadian representatives pressed for an agreement which would give Canada some sales rights outside Canada (say within the Commonwealth). There has been speculation that negotiators had in mind the possible interest of other Commonwealth countries (Australia in particular) in an aircraft with the F-104Gs capabilities.

### IRE Exposition

Subjects ranging from medical electronics to lunar space communications will be covered in the Technical Program at the Institute of Radio Engineers 1959 Canadian convention and exposition to be held in Toronto Oct. 7-9. An estimated 10,000 visitors are expected to view the more than 300 exhibits devoted to nucleonic and electronic projects and equipment, including space exploration programs of the U. S. Army.

### New Decca Package

Decca Navigator's Mk. 10 receiver has been re-engineered to the ARINC specification to fit American aircraft racking. To be known as the Mk. 10A (Type 900), the new case size is 1½ ATR at a weight of 42 lb., a saving of seven lb. over the original Mk. 10.

### Aeroflot Orders ILS/VOR

Standard Telephones and Cables Ltd. in England has received an order from the Russian Purchasing Authority for airborne ILS/VOR equipment to be installed in TU-104 jet transports operating Moscow-London. The STC equipment is similar to that in service on British Overseas Airways Corporation Britannias and British European Airways Viscounts.

### AITA's Fortieth

International Air Transport Association marked its fortieth anniversary last month. Embryo group was formed Aug. 28, 1919, in a meeting of six fledgling companies at The Hague. The organization now encompasses some 90 airlines representing 50 countries.



**GOING MY WAY.** Westland Westminster helicopter demonstrates lifting prowess at Paris Air Show by taking 4-ton Commer truck tow. Looks ideal for skirting traffic.

### Aircraft Imports

Aircraft and parts imported to Canada during April of this year showed a slight increase over the same month last year, but the over-all total for the first four months of the year is down a bit from the same period in 1958. Total for this April was \$12,465,000 compared with \$10,571,000 for the same month last year. Four month total this year was \$35,620,000, as against \$39,476,000 for the same time in 1958. Figures showed Canadian imports over-all were up 18.5 percent for April and 8.3 percent for the period in review.

### DC-3 for Irving

A new all-weather Super-92 DC-3 has gone into service as an executive and business transport with Irving Oil Transport Ltd. at Saint John, New Brunswick. Fitted out by Remmert-Werner, Inc. of St. Louis, the aircraft has accommodation for 14 passengers with work tables, adjustable desks, facilities for dictating, calculating and other office machines. Flight equipment includes dual Collins VHF omni with dual ILS and glide slope, Collins 17L-51R VHF transceiver and standby VHF transceiver, dual Bendix ADF radio compass, isolation amplifiers with dual cockpit speakers and special radio and instrument panels.

### Vertol Twin's Tour

Vertol's 107 twin turbine transport helicopter has wound up a 2,500 mile, nine-nation tour of Europe. Unveiled to the overseas aviation fraternity at the Paris Air Show in June, the 107 has been extensively demonstrated in Germany, Denmark, Sweden, the Netherlands, Belgium and Britain. Part of the demonstrations have included a number of water landings effected without any special flotation gear or boat hull design.

### Convair-Napier Tour

The Napier Eland-powered Convair 340 used by the British engine company in extensive demonstrations last month completed a 10 country tour of Europe. The aircraft, which is at the full Canadair-Convair 540 standard, carried some 500 passengers in 93 demonstration flights. Canadair-converted 540s earlier completed tours of North and South America. The 540 is being offered as a new aircraft, built at Canadair where 10 are now in production for the RCAF, and as a conversion of the Convair Liner series now in service with world airlines.

### IATA Conference

Recommendations to government on fares and rates for scheduled international services will be considered at a meeting of the International Air Transport Associations Traffic Conference at Honolulu, Hawaii beginning Sept. 22. W. Gordon Wood, vice-president of Trans-Canada Air Lines will preside over the sessions which are expected to last about three weeks. Attending will be representatives of 89 IATA member airlines from 50 countries.

### Argentine Comet

One of Aerolineas Argentinas first three de Havilland Comet 4 jetliners has made the 2,000 mile crossing between Dakar, French West Africa, and Recife, Brazil, in three hours and 59 minutes carrying a full load of passengers. Powered by four Rolls-Royce Avon engines, the Argentine jet averaged 500 miles an hour in setting the new record for a South Atlantic crossing by an airliner in regular service. The airline reports excellent response to jet services, with revenues up two to four times the pre-Comet levels at this time last year.