



# Construction

## That Invisible Line

There are not likely to be any purchases of de Havilland Beavers by the American armed services. A law commonly known as the "Buy America Act", passed in the tough early days of the depression to protect American manufacturers, has been dug up by the USAF to block Beaver sales. The law does not affect potential civilian customers however.

The "Buy America Act" states that all government departments and agencies shall buy for public use only those products made in the U.S. from American materials. In an emergency the Act provides a loophole. This was used to permit the purchase of Canadian-made Douglas parts during the Berlin Airlift.

## It's Cold Outside

It is a well known fact that the American aircraft manufacturers felt a sharp pain around their wallet pockets when the Avro C-102 and de Havilland Comet first flew some weeks ago. The whole situation fits in rather well with the old fable of the tortoise and the snail.

There is something just a bit wistful about a recent statement made by Wellwood E. Beall, Boeing vice-president for engineering and sales. Says Salesman Beall: "Recent flights of jet-powered experimental air liners in England and Canada point up one of the most serious problems facing American aircraft manufacturers and air lines. Perhaps it would be more to the point to add to this sentence 'aircraft manufacturers, air lines and the U.S. Government'."

"While Britain's subsidized aircraft industry has built and flown no less than six different jet-powered airliners, and is in production on some of these, we not only do not have a commercial prototype flying in this country but have not even begun construction of an experimental model.

"... Manufacturers in this country are for the moment stopped dead in their tracks. We at Boeing, for instance, are in a position of having on our drawing boards advanced type jet transports which are the next log-

ical step ahead of anything now flying abroad. Our studies show them to be not only economically feasible, but from the military standpoint absolutely essential to a well-rounded defence department.

"Our studies show that we could have a prototype 500 mile-and-hour jet transport flying within 18 months of receiving a contract. Such a transport would be admirably suited to all routes from 200 miles to 2,500 miles. Our studies are based on existing Civil Air Requirements, which in effect penalize the jet, because they were set up for wholly different categories of aircraft. For this reason our studies must be on the conservative side."

In effect, Salesman Beall thinks that Boeing would not have too much trouble doing the job, but he also feels that there isn't much use trying unless the CAA is prepared to revamp its regulations so that full use may be made of the jets.

He concludes by saying: "Government financial aid will be required if we are to overtake and pass the subsidized British aircraft industry in its bid for domination of the future jet transport field. As things stand today, it may be that we will lose not only

world markets to the British jets, but because of competition may find our own air lines forced into buying British for lack of such types in this country."

## Prospect

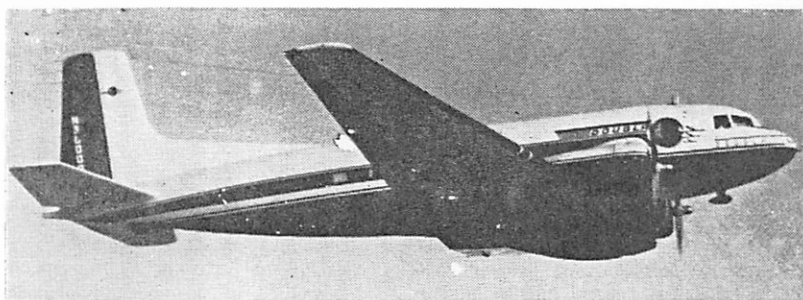
The government owned Trans-Australia Airlines has announced that it intends to buy either the Avro C-102 or the Vickers Viscount for use on internal Australian routes. During September, the chairman of the National Airlines Commission, and chief of TAA, A. W. Coles, together with TAA Superintendent of Technical Services J. L. Watkins, inspected the C-102.

According to a statement issued by an Australian government agency however, one of the questions likely to be involved in the choice of aircraft is whether the Avro Jetliner will be built in England and therefore be available for purchase without using dollars. The Australians hope to introduce straight jets or prop-jets to their internal runs by 1952.

## A Reliable Source

Defence Minister Brooke Claxton announced last month that plans had been made to test the Avro Orenda in the North American F-86A jet fighter. Complete ground and flight tests are to be performed.

The announcement also said that the engine is definitely planned as the



The Prototype of the Douglas Super DC-3 made its Canadian debut on September 19 when it visited Montreal and Ottawa. The Super DC-3 was inspected by a host of prominent government, RCAF and industrial personages. On board the new aircraft was Donald W. Douglas himself, as well as his son and other top brass from Douglas Aircraft.

The visit to Canada was made under the auspices of Canadian Car & Foundry Company Limited, which would seem to bear out the rumors that the Canadian firm is to become licensee for the Super DC-3 in Canada.

Three of the revitalized DC-3's have already been ordered by one American air line.