

aviation news digest

Industry

Hellyer promises action

High-spot of the three-day semi-annual meeting of the Air Industries Association of Canada last month was an address by Defence Minister Paul Hellyer. He gave the most positive assurances for the industry's future that members had heard for five years. Canada's major defence dollar requirement in the next decade, Mr. Hellyer said, would be for the development and procurement of light and heavy transport aircraft, tactical aircraft and helicopters. The semi-annual meeting was held at Harrison Hot Springs, B.C. from April 12-14.

The Defence Minister told pressmen after the meeting that the government recognized the aviation industry was at a critical stage and was accelerating its requirements to maintain the employment structure. Early decisions were promised in the aircraft procurement field by Mr. Hellyer, who reiterated his intention to save \$100 million in forces' housekeeping and overhead during the next ten years, and to spend this money on hardware.

Speculation on possible procurement items has run wild since Mr. Hellyer presented his Defence White Paper. There is a little doubt further Lockheed Hercules transports will be added to Transport Command's fleet, and de Havilland of Canada's Caribou is almost sure to get the long-awaited quantity order from the RCAF. One question at present is whether the air force will go for the piston-engined Caribou I or wait for the turbine powered version (designated the Buffalo).

There is new hope for Canadair Ltd., Montreal, in the plan to procure 200 new supersonic fighters for the RCAF, since a licensed production deal—similar to that of the CF-104—is expected. The McDonnell F4B Phantom, in service with all three branches of the U.S. forces and on order for the British forces, is a possible selection, or on a more ambitious plan, the TFX U.S. tri-service fighter. The latter would be particularly uneconomical to tackle as a licensed production venture on a limited run. It seems more likely that if this type is chosen, Canadair will get the job of producing sections of the aircraft for the total production (as de Havilland is doing on the Douglas DC-9). The Montreal firm is already producing parts of the TFX stabilizer and aft fuselage for the aircraft.

A better solution, and one that would meet Canada's NATO and UN policing needs more effectively according to some defence experts, might be the production by Canadair of an efficient lightweight aircraft such as the Northrop F-5A (Freedom Fighter) interceptor/bomber developed from the T-38A Talon trainer. This aircraft offers great versatility of operation with simplicity of maintenance and is powered by two GE J-85 turbojets. The whole package lends itself well to



Northrop F-5 Freedom Fighter

licensed production. The F-5A is in production in the States to meet defence requirements of allies and other friendly nations. It is capable of operation from short fields with a minimum of logistics support.

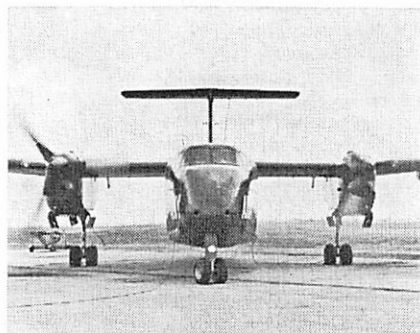
Buffalo's first flight

The de Havilland of Canada Buffalo—turbine engined and enlarged version of the Caribou—made its first flight from Downsview Airport, Ont., last month. Designated the DHC-5, the Buffalo has been built to meet U. S. Army requirements (was initially called the Caribou II) and promises improved performance, economy and payload capacity over its predecessor.

DHC's chief test pilot, Bob Fowler, was at the controls for the first flight, which lasted over an hour. He reported excellent handling qualities and flight characteristics. This first aircraft is one of four prototypes being built under a production sharing agreement between the U. S. and the Canadian Department of Defence, with development cost being shared equally by the two governments and de Havilland. The first aircraft will be delivered to the U. S. Army early next year for valuation of its application to the military tactical transport role.

The Buffalo is designed for the dual role of a commercial utility aircraft and military transport. Powered by two G.E. T64 (2850 eshp) turbine engines and Hamilton Standard reversible pitch propellers, it will take off to clear a 50 ft obstacle in less than 1,000 ft and land in approximately the same distance.

Built for employment under all



Turbine-powered Caribou

weather conditions in areas where short, rough, unprepared strips provide the only take-off and landing surfaces, it features exceptional low, slow flying controllability. This feature makes it particularly suitable for use in commercial air services over difficult terrain, and in military application enables fast and accurate paratropping of troops and supplies.

The Buffalo accommodates payloads of over 5 tons and, depending upon its intended role, seats up to 44 passengers in the commercial version, 41 fully equipped troops, 35 paratroops or 24 litters and 6 seats. It has a cruising range of over 1,300 miles, and the installation of long range ferry tanks increases its range to over 3,000 miles.

Hawker Siddeley progress

Hawker Siddeley Canada reported steady progress having "turned the corner toward recovery" in 1962. The annual report for 1963 showed a net income of \$2.2 million, compared with \$1.4 million the previous year, despite a slightly lower sales volume of \$220 million, indicating the value of internal efficiency measures. Defence business dropped from 27.7% of company sales in 1962, to 19.8% in 1963, lessening the company's vulnerability to fluctuations of military spending.

Seek Pacific market

The government is encouraging Canada's aviation manufacturing industry to broaden its export market base and reduce dependence upon the United States. The first step in the drive was the dispatch in mid-April of a Canadian Air Industries Trade Mission to Australia, New Zealand and Japan. The 11-man mission is studying the potential market for Canadian aircraft, engines, body assemblies, spare parts and other equipment in the three Pacific countries.

Exports form a large part of business of Canada's air industries, but the emphasis is on the United States which last year took 71% of the \$108,000,000 worth of aeronautical exports. The mission is seeking to broaden the base of the industries' exports by selling to the flourishing economies of Australasia and Japan. This is the first mission representing the air industries to be sent abroad and follows Canadian participation last year by 20 firms in the Paris Air Show.

Mission members are meeting with government, military and business leaders in the three countries to discuss Canada's product range and production capabilities in civil and military aircraft and aeronautical equipment. Members of the mission include: G. R. Wooll, vice-president and managing director, Genair Ltd., St. Catharines, Ont.; A. J. Lilly, assistant to the president, Canadair Ltd., Montreal; A/V/M J. L. Plant