Arrow Assured

The Avro CF-105 Arrow has been assured of at least another year of development. In a recent statement, Defence Minister George Pearkes said:

"After full consideration of the possible threat and alternative means of meeting that threat, the government on advice from the chiefs of staff, has decided to continue the development of the CF-105 for a further period of one year. This develop ment includes its intended armament the Sparrow II air-to-air guided missile. At the end of this year, the program will be again reviewed."

Edo Float Deal

The Edo Corporation and Bristol Aircraft (Western) Ltd. have announced a revision, effective October 1, of their licensing agreement relative to Edo floats.

Under the terms of the new agreement, Bristol will continue to manufacture standard and amphibious floats for the de Havilland Beaver and Otter, and other cusotm built floats for which tooling is available in Canada. Spare parts will continue to be available from Bristol for all these Canadian manufactured floats, excepting 249-2870.

Canadian requirements for all other float models, including 249-2870, 289-2700 and 89-2000, will be supplied by Edo. Until further notice, all inquiries and orders directed to Edo should be addressed to 1310-111th Street, College Point 56, New York.

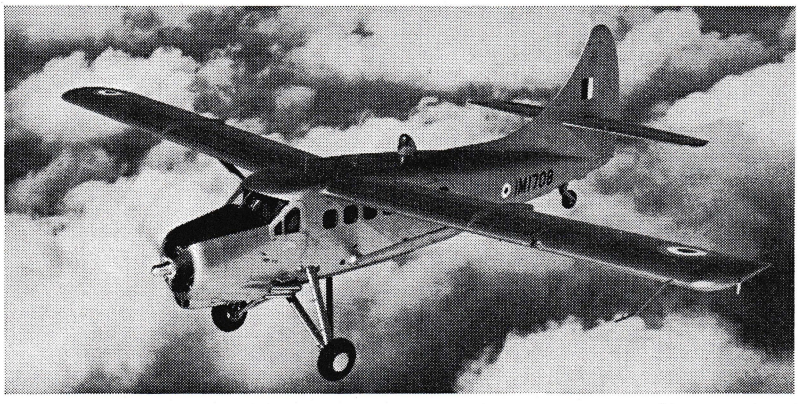
Otters for India

In a brief ceremony held recently at The de Havilland Aircraft of Canada plant, Downsview, Ontario, Squadron Leader P. N. Khanna, assistant to Group Captain H. S. Ratnagar, Indian Air Attache to Washington and Ottawa, accepted delivery of the first six of a fleet of 26 Otter aircraft worth $3,000,000 ordered by the Indian government from the Canadian aircraft company.

The acceptance of these aircraft begins a delivery schedule which will run through July, 1958, before final completion of the contract.

The tasks of the Indian Air Force Otters will be similar to those of the Otters with the U.S. Army, the Norwegian Air Force, and Chilean Air Force. That is, the rapid movement of organic equipment, supplies and personnel, search and rescue missions, and air-drop re-supply. Over 200 Otters are presently being used for military and civil purposes throughout the world.

According to S/L Khanna, the IAF Otters will fill a secondary role along with the military one. They will be used to provide air support for certain aspects of India's tremendous development program. They will also provide casualty evacuation, flood relief aid and other services to remote areas.



INDIA BUYS OTTERS: At left is seen Squadron Leader P. N. Khanna, assistant to the Indian Air Attache to Washington and Ottawa, sitting in the right hand seat of one of the first six de Havilland Otters to be delivered to his government. The Indian Air Force Otters will be used for army support work, emergency flood relief, ambulance aircraft, and for air drop re-supply tasks. The $3 million contract will bring 26 Otters to India's airforce.

Electronic Reservations

A prototype of an electronic reservations computer for use by TCA was shown recently in Toronto. Built by Ferranti Electric Ltd., the machine-with-a-memory is expected to provide an exact inventory of all available seats and complete a reservation in a matter of seconds. As further development continues, the system will reduce by approximately 60% the current three million separate transactions required to board some 250,000 passengers per month.

At the present time, an average of 3.5 telephone calls are required for each passenger boarded. The Toronto reservations office alone handles 130,000 telephone calls a month. Payload control, the nerve centre handling all available space throughout the TCA network, processes 30,000 communications messages per day. The system was conceived by Lyman Richardson, TCA communications analyst.

No Lay-offs Yet

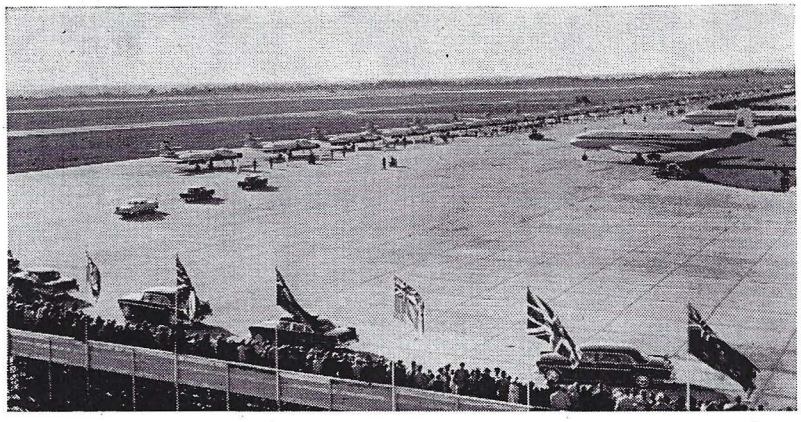
The Canadian government's move to cut defence costs by killing the Avro contract for Mark 6 CF-100's has not resulted in the wholesale lay-offs of Avro and Orenda workers forecast a month ago. Although some Avro employees may be released next spring due to the cancellation of the production contract of the Mark 6, the figure will fall short of the 600 to 700 mentioned in earlier reports.

Orenda Engines Ltd. foresees no lay-offs due to the cut-back. However, industry sources say it is inevitable that some sub-contractors will be harder hit by the Government's cancellation move.

DH to Buy Fleet?

An offer by de Havilland Aircraft of Canada Ltd., to buy certain of the assets of Fleet Manufacturing Ltd., Fort Erie, is reported as imminent. Details of the offer are as yet undisclosed.

Fleet manufactures aircraft components and electronic equipment under sub-contracts, aluminum boats



ONE MILE OF CF-100's: Shown at Uplands base outside of Ottawa is a mile-long line of CF-100 aircraft. The occasion was the Royal visit, when Queen Elizabeth and Prince Phillip drove by the parked aircraft and their crews in the royal procession. This event marked the arrival of the royal couple at Uplands.

and aluminum windows. The firm also has a half-interest in Doman-Fleet Helicopters Ltd. However, work on helicopters was suspended early this year when sales did not develop.

A.V. Roe Reports

Consolidated net sales of $234,811,-024 were reported for the year ended July 31, 1957, by A. V. Roe Canada Ltd., at the giant holding company's recent annual meeting in Toronto. The figure represents the combined sales of all of A. V. Roe Canada's several subsidiary companies, which include Avro Aircraft, Orenda Engines, Canadian Steel Improvement, Canadian Car, and Canadian Applied Research.

Operating profit of $23,937,035 and net profit of $7,177,001 were reported, the latter being equal to $1.50 per share. The net profit was somewhat below that of 1956, this being attributed to increases of $4,814,294 in depreciation and of $714,537 on special aeronautical expenditures.

Commenting on the outlook for the future, President and General Manager Crawford Gordon said: "The outlook . . . is favorable, and continuing satisfactory results are indicated in both commercial and defence fields. On the aeronautical side, production is continuing on the CF-100 and the Orenda jet engine for both domestic and export markets. The research, engineering and design resources which enable us to conceive and successfully produce these products are now engaged in development of three of the most advanced projects of their type in the western world."

R-Theta Deliveries

Production models of the R-Theta Navigation Computer used in jet aircraft have been delivered on schedule to the RCAF by Canadian Applied Research Ltd. The company has a multi-million dollar contract for an undisclosed number of the computer systems for installation in RCAF CF-100's.

Standardized Drafting

A conference called by the national standard bodies of Canada, and the U.S. was assembled in Toronto last month to achieve a tripartite international accord on drafting practices.

Delegates from the three countries examined and considered the respective publications of the national standards bodies relating to engineering drawing practices; namely: American Standards Association Y14.1-6; British Standard B.S. 308; and Canadian Standards Association B78.1.

The implementation of the recommendations which came out of the conference will eliminate any significant difference in principle, so that drawings prepared in accordance with any one of the existing standards, will be capable of being readily understood and used in the factories of the other countries.

The result is expected to facilitate exchange and mutual understanding of designs and manufacturing data among the countries concerned and eliminate the necessity for preparation of fresh drawings.

Noise Problem

When the new multi jet civil airliners now in production come into operation and when the Air Force starts operating the new jet fighters, the noise these machines will make may be "horrific".

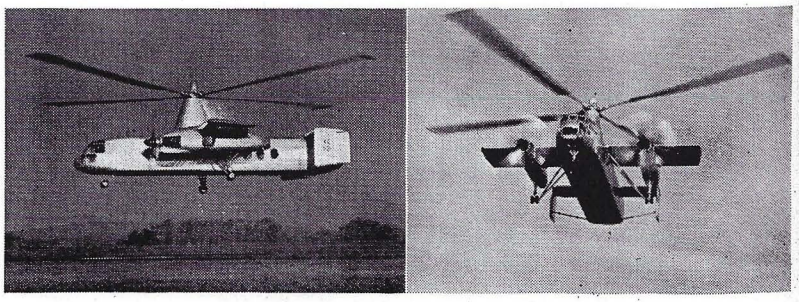
That was what a Toronto lawyer specializing in aviation law told a session of the recent CAI/IAS joint meeting, held in Montreal Oct. 21-22.

Alastair R. Paterson was considering the important problem: "when is an aircraft a 'nuisance' in the eyes of the law?"

"So far as aircraft are concerned," he said, "there are no statutes in existence in Canada which could conceivably be a defence if a court were to hold that the noise of aircraft landing, taking, running up or flying in a particular approach pattern was a nuisance actionable by adjoining property owners."

Mr. Paterson said the problem of aircraft noise is a serious one. It must be tackled in the U.S. and Canada immediately.

"I believe," he said, "that this is an urgent issue and that while no doubt every effort is being made to develop



FAIREY ROTODYNE: World's first vertical take-off airliner, the Fairey Rotodyne, flew for the first time Nov. 6 Carrying up to 48 passengers, it ascends vertically as a helicopter, then flies horizontally at a speed of nearly 200 mph. Rotodyne is powered by two Napier Eland turboprops driving normal forward facing propellers, with the addition of a 90 ft. dia., 4-blade rotor. Blades are of stainless steel with a Fairey Pressure-Jet unit at each tip.

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