

## Urge 10% Profit Floor For Cost-Plus Work

Definition of a reasonable profit allowance on cost-plus contracts was one of the principal subjects on the agenda during a meeting of repair and overhaul contractors with RCAF and Dept. of Defense Production officials at Ottawa recently. The gathering was convened by C. H. Dickens as chairman of the AITA manufacturers' committee.

Attended by some 30 company representatives, the meeting resulted in the conclusion by the contractors that "a profit of less than 10% on cost-plus contracts would be inadequate . . ."

It was noted that a gross profit of 10% would be reduced, by taxation, to 4.74%, with a further 2% reduction for items not permissible as costs. This would result in a final net profit of 2.74%.

In reporting to the AITA directors following the meeting, Mr. Dickens asserted that no commercial company could exist today on such a percentage.

## Report Locust Spray 90% Effective in Iran

Better than 90% extermination of locust swarms in Iran is being accomplished by a small band of American spraying pilots who were rushed to Iran two months ago with eight spray planes to help combat the worst locust plague that country has experienced in 80 years.

Alfred Monroe, veteran crop spraying pilot from Lock Haven, Pennsylvania, returned recently from Iran to report the effectiveness of the aerial warfare on the plague and told of extremely primitive conditions under which the American planes and pilots are operating. The fleet consists of six Piper Super Cubs rounded up hurriedly in Kansas and two war-surplus biplanes all of which were flown to Iran in three C-54 cargo planes of U. S. Overseas Airlines.

## Sperry Gyropilots For UAL Convairs

Great Neck, New York — United Air Lines will equip its fleet of 40 Convair 340 airliners with electronic automatic pilots manufactured by Sperry Gyroscope Company. The order for Gyropilots was placed by Consolidated Vultee.



TO BE BUILT IN UK—The Sikorsky S.55 12-place helicopter which is to be built in the United Kingdom under license. It has a range of over 400 miles. Normal gross weight is 6,800 lb. Useful load is 2,400 lb. The smaller S.51, known as the Dragonfly in England, is now standard equipment on all Royal Navy carriers.

## Big Helicopter Program Being Rushed in U.K.

LONDON — Five of the 20 main British aircraft construction companies are now building or planning to build helicopters. The latest constructor to open a helicopter division is Percival—builders of the Prince feederliner.

Two others, Bristol and Westland, have helicopters coming regularly off their production lines and two more, Fairey and Saunders-Roe, are building prototypes. Saunders-Roe recently acquired the helicopter firm of Cierva.

Helicopters with one and two piston engines are in production and plans are going forward for much larger machines, driven by jet engines, for carrying up to 100 passengers or 15 tons of freight.

Design studies for these large jet-powered helicopters have been prepared by several firms. Westlands have announced plans for a machine with three large or six

small jet engines, capable of carrying 100 fully equipped troops.

This helicopter, the W-85, would weigh 80,000 lb. (equal to a Lincoln) with rotor blades 110 ft. across. Its blades would be whirled round by jets coming from the blade tips. A smaller helicopter with two jet engines, the W-81, is also planned. It could carry 32 passengers at about 150 mph.

Fairey has begun preliminary development work on a helicopter driven by two gas turbines. It is a 23 seater, with a cruising speed of 134 mph. Two engines will be fitted outside the fuselage, not inside as in all present helicopters.

The air-jet will flow out to the tips of the blades. Also fitted to the blade tips will be little reaction units which can be turned on to give extra power for take-off and landing.

## Aircraft Exempted From Budget Ruling

Aircraft have been exempted from the federal budget ruling that new capital equipment could not be depreciated, for capital cost allowance purposes, until 1955. Originally, exemptions could be obtained only in the transport categories (Classes 1-4) and in these cases only after the owner had applied to the Dept. of Trade and Commerce for a permit.

Following representations by the Air Industries & Transport Association, the Department has issued the following ruling:

"That airplanes and any other self-propelled equipment are exempt from the application of Order in Council P.C. 1778 of April 10, 1951, and require no certification by the Department as to eligibility for current capital cost allowance."

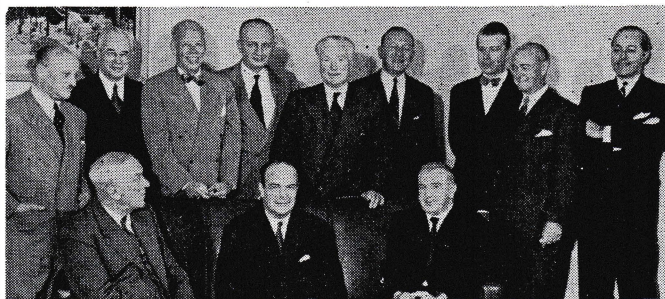
## Avro Silencing Program Cuts Jet Test Noise

Malton, Ont. — Exhaustive tests on new sound-suppression equipment in Avro Canada's jet engine test houses prove that the noise level of the engine runs has been substantially reduced.

The elaborate equipment which was recently installed has reduced the effect of the engine sounds on the human ear to one 50th. Prior to the installation of the mufflers it was physically unbearable to approach closer than 25 feet to the end of the engine exhaust because of the high noise intensity. Now it is possible to converse within five feet of the engine.

Anti-noise measures have included the installation of exhaust silencing houses and mufflers on all existing test cells. This equipment was designed, manufactured and installed by Industrial Sound Control Inc., of Hartford, Connecticut, leading manufacturers of sound equipment for the aviation industry, in conjunction with Avro Canada engineers. Steps are also being taken to silence jet engines already installed in aircraft for ground tests.

These exhaust mufflers, metal tubes lined with material which absorbs objectionable noises from the engine, are 40 feet long. The mufflers are on tracks and movable either in or out.



CANADIAN CHAIRMAN—Gordon R. McGregor, president of TCA, seated at centre, is chairman of the IATA executive committee which met at Montreal recently. Seated with him are: Dr. Albert Plesman, president, KLM, left; and Sir William P. Hildred, director general of IATA. Standing, l. to r.: Dr. H. J. Gorecki, IATA treasurer; John C. Cooper, IATA legal adviser; Harold M. Bixby, vice-pres., Pan-American World Airways; Gilbert Perier, president, Sabena; Maj. Roland McCrindle, BOAC; Stephane Thovenot, IATA; Per A. Norlin, president, Scandinavian Airlines System; Croil Hunter, president, Northwest Airlines, and J. A. Henderson, IATA.