

# The NEWS OF CANADIAN AVIATION

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## MAY PRODUCE U. S. AIRCRAFT HERE

Plan to Standardize Flying Equipment  
For Canadian and American Air Forces

EXPECT INDUSTRY PROGRAM IN 1949

Plans for a rejuvenated aircraft manufacturing industry in Canada appeared to be taking shape late in November as conferences in Washington were aimed at standardization of U.S. - Canadian flying equipment and the Defense department mapped out a 1949 procurement program.

Rt. Hon. C. D. Howe conferred in the U.S. capital with James Forrestal, defense secretary. Near the top of the agenda was a proposal that Canada produce aircraft components for American requirements as well as for domestic defense use. This would be in line with a new policy of standardizing defense equipment for North America.

Meantime, Avro Canada was proceeding with development of the XC-100 twin jet fighter with the prospect that it would eventually be released for export to the U. S. as well as equipping the RCAF.

While the broad policies have been laid down, no detailed military manufacturing program is expected until early 1949. It would await the results of Mr. Howe's confer-

ences in Washington and, as far as RCAF requirements are concerned, will be determined by the next defense estimates.

There was some prospect that the Fairchild Packet, favored for air-borne troop operations, might be manufactured in Canada on license from the American company. The possibility of producing this type at the Canadair plant near Montreal has been discussed in official quarters.

Reports from American sources that Canada had been selected as the aircraft arsenal for Britain and the United States received no confirmation in Ottawa. The trend seems to be definitely away from British and toward American types of military aircraft for the Canadian program.

During the last war, the aircraft industry made the greatest single industrial contribution to the Canadian war effort. The industry expended from 1,000 employees to 120,000 at its peak and, by the end of the war, had produced 16,448 aircraft as well as overhauling and repairing 6,539.

### Chief of Air Staff Lauds Canadian Jet Progress

Canadian engineers and designers now feel confident that Canada can produce jet aircraft and engines that will compare favorably with those of United States or Britain, according to Air Marshal W. A. Curtis, Chief of Air Staff for the RCAF.

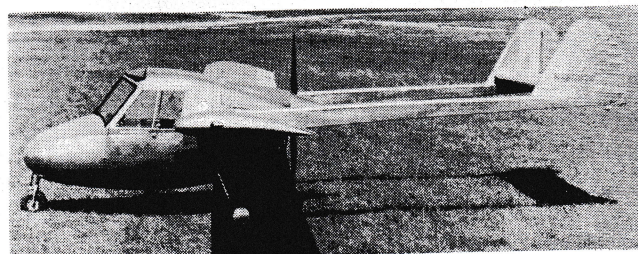
One of the country's new engines has done considerably more than 100 hours running on a test bench without major difficulties, he declared.

The first Canadian-designed, all-weather jet fighter is under construction at the present time. It will have com-

plete radar night-fighting equipment and sufficient range to operate over the long distances required either on this continent or overseas.

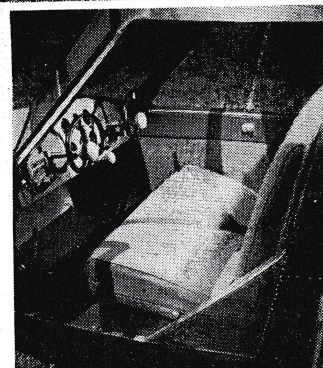
Air Marshal Curtis made these statements during convocation exercises at the University of Western Ontario, when an honorary degree of Doctor of Laws was conferred upon him.

"The only way," he said, "to avoid war with a country that understands and recognizes nothing but force is to be strong enough to hold their respect. We can only do that by being willing and prepared to fight, if necessary."



ANDERSON GREENWOOD  
MODEL 14

High performance, excellent vision and a general high comfort level are claimed for this unique design. Pilot's controls are conventional. No rudder pedals are installed on the right side since all essential manoeuvres can be done with the control wheel alone.



## New Two-Place Lightplane Claims High Performance

Anderson, Greenwood & Co., a new aircraft corporation of Houston, Texas, will soon complete development of a new personal airplane.

The new design, the Anderson Greenwood 14, is a two-place, semi-highwing cantilever monoplane with steerable tricycle landing gear and is powered with a Continental C-90 engine. The power plant which is located behind the occupants is connected directly to a pusher propeller. Simplified all-metal construction is used throughout, and twin tail

booms connect the tail to the wing centre section.

Other aerodynamic features are the higher propeller efficiency of the pusher installation and low drag of the high aspect ratio wing. Flight checks indicate performance claimed equal to or better than conventional designs of similar power.

Passengers have automobile-easy entrance and exit, unrestricted vision, noise reduction, and general comfort. The airplane remains exceptionally clean since it is free of power plant oil and exhaust vapors.

Passengers in RAF transport aircraft will henceforth have seats facing the rear. A special version of the Vickers Valetta—the RAF version of the Viking—has 15 seats, all facing backward.

The intention is to avoid broken necks and other serious injuries in the event of a crash.

Baggage is carried in a large and easily accessible compartment aft of the seat, and fuel is carried in the leading edge of the wing. Since both fuel and baggage are located very close to the centre of gravity of the airplane, large variations in weight have only a minor effect on the C G movement.