

Aviation Ltd., Montreal. Interior provides luxurious accommodation for 19 passengers; it is offered for sale or lease and will be followed by others as TCA sheds its turboprops.

## Hawker Siddeley's upturn

First satisfactory financial statement produced by the company for several years revealed that Hawker Siddeley (Canada) has stemmed the flow, turning last year's \$3.6 million loss into a modest profit. New found health is due largely to the success of industrial application of Orenda turbines. These are selling in several countries, the U. S. sales subsidiary alone bringing in \$18 million dollars worth of business within the past year.

## Power and stability

United Aircraft is providing the power and the stability for the new Hiller JL5 helicopter. Power comes from United Aircraft of Canada's P & W PT6 free turbine, and stability from a new solid state stability augmentation system produced by the Hamilton Standard division of United Aircraft. Latter permits aircraft to be flown or hovered "hands-off."

## CASI meets in Winnipeg

G. R. McGregor, President of Trans-Canada Air Lines, will give the Turnbull Lecture at the forthcoming annual meeting of the Canadian Aeronautics and Space Institute, at Fort Garry Hotel, Winnipeg, May 9-10. Program will include panel session with experts on magnetohydrodynamics, simulators and V-STOL aerodynamics.

## Watch this space

Bulletins issued by the Department of Economics and Development of the Ontario government list export opportunities for industry. A recent issue reported the wish of a Pakistan firm to locate an Ontario source of radio and electronic equipment, aircraft oxygen masks, and aircraft paints. To get on the mailing list write the Industrial Development Branch, 454 University Ave., Toronto.

## Enheat personnel

There were errors in the listing of the personnel of Enheat Aircraft, the Aircraft Division of Enamel and Heating Products Ltd., in the April Directory issue of Canadian Aviation. Mr. N. A. Hesler is President of the Amherst, N.S., company, and Mr. R. B. Fullerton is general manager.

**Major attraction** at the forthcoming Paris Air Show may be the Dassault Balzac experimental VTOL aircraft, which has demonstrated its ability to take off vertically and move to high speed forward flight. Lift jets are Rolls-Royce RB108 lightweights, which are shut down following transition, until vertical landing is desired.

**First Rolls-Royce** built Continental engine has flown in a Cessna 150 in Britain.



CF-104 in Germany

## Military

### CF-104s in Squadron Service

The twelfth anniversary of the NATO command of Allied Air Forces Central Europe, celebrated April 2, saw the first of eight squadrons of the RCAF's First Air Division equipped with Canadair-built CF-104 Starfighters. Photo shows S/L Ralph H. Annis, a former member of the RCAF's Golden Hawks, and now Deputy Commander of 427 Squadron, climbing into his aircraft at No. 3 Wing base, located at Zweibruecken, Germany. His squadron was the first to be equipped with the Mach 2 strike/reconnaissance CF-104; re-equipment of the other squadrons is expected to be completed shortly.

### DHC's role in U. S. Army

The U. S. Army claims it already has the largest air force in the world and Pentagon planners are pushing for a 12,000-plane force costing \$9,500 million by 1970. This is good news for de Havilland of Canada, and food for reflective thought for the U. S. Air Force.

The U. S. Army expansion plans began in 1951 about the time the first de Havilland Beaver was ordered. Since then the army has poured \$200 million into the Toronto plant of de Havilland. If the Army's ambitions are realized, that figure will be doubled by 1970.

Half the Army's present aircraft are helicopters; half are fixed-wing and de Havilland Otters, Beavers, and Caribou comprise half of the fixed-wing ships. Out of helicopters and short-take-off fixed-wing aircraft has come the Army's numerical air superiority and a new concept in ground fighting — the air assault division.

The Army's aircraft are charged with giving troops mobility in the field — a military commander's dream. Carried in planes that can land on unprepared fields, heavily armed units can be planted in strategic positions in front of, or behind the enemy.

### Deck-landing trap

Device produced by Fairey Aviation Co. of Canada at Eastern Passage, N.S., to assist in the landing of helicopters on ship and aircraft carrier decks, has been named the "beartrap". First described in the February issue of *Canadian Aviation* (page 21), this was designed and developed by Fairey Can-

ada for use with the Sikorsky HSS-2 (or similar helicopters) ordered by the RCN.

Object of the beartrap is to secure the helicopter as soon as it touches down on the flight deck, and subsequently to manoeuvre it into the ship's hangar (where one is provided alongside the deck). System consists of a pickup cable and winch installed in the helicopter; a haul-down winch and a rapid-securing device on the ship's deck; and a deck-slot, towing drum and cable. If the helicopter is not required to be manoeuvred, the slot and towing drum can be eliminated.

The helicopter pilot hovers over the flight deck and lowers the pickup cable and probe. This is secured and at a signal from the pilot the haul-down winch is started. A constant tension of about 3,000 lb. is applied in the case of the HSS-2 and rate of descent as well as cable-tension control are exercised by the winch operator at the control panel. The pilot maintains a constant power-setting throughout the landing but he can release at any time as well as override the winch tension by increasing power.

As soon as the helicopter has landed on the deck the arresting beams inside the trap are fired. These clamp on to the probe and the helicopter is secured to the deck. It can then be straightened and towed into the hangar.

Qualification tests and static shore trials of the securing device are presently under way. The hydraulic winch system is being developed simultaneously and is likely to be ready for installation on an RCN destroyer in the early fall for sea trials.

## Transport

### Belated decisions

In marked contrast to the procrastination shown by the government in air transport matters over the last several years, a series of decisions was announced during the period immediately prior to the election.

The move to reinstate control over the licensing of Group B carriers was welcomed by Air Transport Association President, H. D. Cameron, who said the association would review the Group C position.

Most ironical passage in the statement by the late Transport Minister Balcer was: "The latest advice received from the Air Transport Board indicates that this segment of the industry has reached a point where a partial re-instatement of controls is advisable . . ." He obviously had not been tuned in to the Board Chairman Paul Davoud for the two years previous.

Along with the decision to control Group B operators came the reclassification of fixed-wing aircraft used by Class 4 air carriers according to gross weight, rather than the disposable load used previously. The new categories are as follows: Group A — aircraft with maximum take-off weight (on wheels) in excess of 18,000 lb; Group B — max. take-off weight (on wheels) in excess of