

Aviation news digest

Industry

Tariff cuts welcomed

Dave Golden, president of the Air Industries Association of Canada, expressed the satisfaction of the industry at the recent results of the Kennedy Round tariff negotiations. The Canadian industry exports more than half its total production and the lowering of tariffs in its major export markets — particularly the U.S. — is of great importance. The tariff on airplanes exported by Canada to the U.S. will be reduced by January 1972 from 10% to 5%, while that on parts will go down from 9% to 5%. Exports to the European Economic Committee will enjoy a reduction from 10% to 5%. Concessions granted by Canada will see the tariff on aircraft and engines of types and sizes made in this country reduced from 15% to 7½%.

Another aspect of the tariff negotiations which will greatly benefit the aviation industry in Canada is in the reduction of duty on raw materials and machinery imported from the U.S. The tariff on aluminum sheet and bar will be reduced by 33⅓% (from .03 to .02 cents per lb) while steel sheet and bar will be reduced from 15% to 12½%. All other rates of duty on aircraft items imported from the U.S. will generally be reduced by 50%. Machine tools not made in Canada will, in general, be imported on a duty-free basis.

Twin Otter on shuttle

ICAO Council President Walter Binaghi last month took delivery of the first of three de Havilland of Canada Twin Otter aircraft to be used to establish air services in the wilds of the territory of West Irian. The Twin Otter's STOL (short take-off and landing) features will make it possible for this aircraft to operate from the small airports and landing strips of West Irian.

ICAO (the International Civil Aviation Organization) is participating as an executing agency for the Fund of the United Nations for the Development of West Irian. The Twin Otters and other aircraft will shuttle between the coast cities and short air strips in the interior, carrying teachers, doctors, other experts and all kinds of cargo. ICAO will be responsible not only for providing the aircraft and arranging for the training of Indonesian pilots, but also for advising on and supervising the construction of airports and the establishment of an aviation communications system.

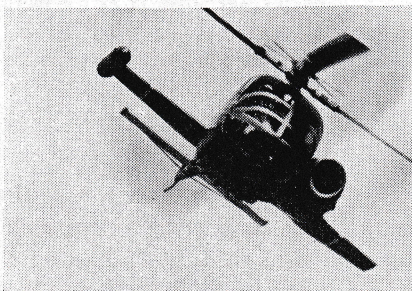
Simulator for Boeing 747

CAE Industries Ltd., Montreal, has won a contract from BOAC to supply a flight simulator for the Boeing 747 "jumbo" jet. This is the largest order placed by BOAC for electronic equipment in Canada.

Our centennial project

The November issue of Canadian Aviation will take the form of a Centennial salute to aviation in Canada and will contain picture and feature coverage of activity through the years. All aspects of aviation — general, transport, industry and military — will be covered.

We want to make this your month also, and invite readers to make their own contribution by way of stories, anecdotes and pictures of their reminiscences. Any photographs or other items of personal value submitted will of course be returned to the owners after use.—Ed.



World's fastest known rotorcraft speed —302 mph—has been reached by this Lockheed developed Army compound (winged) helicopter, it was announced today. The 5000-lb vehicle is powered by a PT6/T74 free turbine engine designed and built at United Aircraft of Canada Ltd., Montreal, and an auxiliary jet engine (seen on left wing). The previous speed mark of 272 mph was also established by the XH-51A, in May 1965. The four-blade XH-51A is 32 ft long, 9 ft high, and has a rotor diameter of 35 ft. Wing span is 17 ft.

First CF-5 engine on time

The first J-85-CAN-15 turbine engine intended to power the CF-5 tactical aircraft on order for the Canadian Forces, was turned over on schedule to the Hon. C. M. Drury, Minister of Industry, at the Orenda Ltd., plant at Malton, Ont., last month. The improved dash 15 engine is being built by Orenda under license to General Electric. It is designed to give the CF-5 an initial climb rate of 35,000 ft a minute, and a ceiling of 48,000 ft.

Farnborough ban lifted

U.S. aircraft will be admitted to the Farnborough Air display for the first time in 1968 (September 16-22) — provided they are powered by British engines or have a substantial content of British equipment. A number of civil and military types will be eligible including the McDonnell Phantom II and the Grumman Gulfstream II, both of which are powered by Rolls-Royce Spey engines.

Transport

Russian 'copter sought

Okanagan Helicopters Ltd., Vancouver, and the Russian manufacturer of the giant MI-10 helicopter are trying to work out a mutually beneficial deal through which one of these machines would be operated by the Canadian company. The MI-10, with its 33,000 lb payload, is twice the size of anything available in the U.S., and would be a distinct asset to Okanagan, though its application might be somewhat limited. The Russians are anxious to break into the export market with their machines and in order to introduce the MI-10 into North America are willing to sell it for less than \$2 million. But Okanagan are more interested in leasing rather than outright purchase. President Glenn McPherson plans to visit Russia this month accompanied by test/evaluation team with a view to making some kind of deal. The Russian flying crane would be particularly valuable on some of Okanagan's power line projects, where heavy and bulky loads are carried.

Flying for the fun of it

Commercial operators are in aviation for fun rather than money, judging from statistics compiled by the Canadian Imperial Bank of Commerce. Air transport firms making a profit accounted for only 36.5% of total sales of over 200 firms surveyed. This was the lowest ratio of any industry except fishing. Bus and truck operators made much more money, according to the study which is based on 1964 taxation statistics. The profitable firms averaged 9.4% profit on net worth (compared to 14.2% for trucking firms), 9.8% on total invested capital (13.2%), and 3.8% profit on sales (3.7%).

PWA flying in Middle East

Pacific Western Airlines has branched out into the cargo plane business in the Middle East and has high hopes of extending this to a one-year Europe to Far East contract. Vehicle for PWA's international swing is its 25-ton capacity Lockheed Hercules.

The Middle East contract is with the Iran Oil Co. for ferrying oil field equipment from Amsterdam to various points in the Middle Eastern oil regions. Upon conclusion of the contract during the Dominion Day weekend the Hercules was transferred from a Yellowknife to Cambridge Bay construction equipment and supply airlift to Amsterdam, Holland on Monday July 3.

The first haul went to Abadan, Iran on July 5, another load from Amsterdam to Djibouti just northeast of Adis Ababa on July 6. More trips followed to Kuwait and Bahrain on the Persian Gulf, and to Tripoli and Benghazi in