

PLANE PATTER

by Ernie Humphill ✈



Latest rumor out of Washington on the continuing possibility for sale of Canadair Forty Fours to the USAF's Military Air Transport Service indicates an order for the Canadian turboprop transport would be on condition the RCAF's Air Defense Command squadrons are re-equipped with an American interceptor — the F-106 and the F-101B being mentioned as the most likely candidates.

Such an arrangement, viewed narrowly as it applies to the re-equipment problems of the two forces, appears reasonable. MATS is in the market for a modern, long range turbine-powered transport; Canadair has the vehicle and is in a better position to meet delivery schedules than any other North American supplier. Canadian ADC squadrons require a more advanced interceptor than the present CF-100s; the U. S. industry has such weapons available in a variety of types.

As you're no doubt getting tired of reading, this is the type of situation which we had always understood the defense production sharing arrangement was tailor-made to accommodate.

But there are, in this quarter at least, some slight reservations on this particular bit of proposed horse trading.

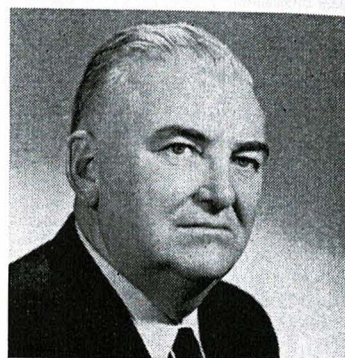
We would be a little reluctant to see the Canadair Forty Four go into service with MATS solely as the result of a deal which committed the RCAF to purchase of American equipment. We would be just as reluctant to see the reverse; that is the RCAF hold out on purchase of a required item of U. S. equipment until the Americans agree to buy something from us in return.

As we understand the defense production sharing agreement, the industries of Canada and the United States are to pool their design and development talents and productive capabilities. If the Americans have an item which is considered critical to our arsenal, we'll do our budgetary best to see that our forces are equipped with it. By the same token, if the Canadian industry is in the best position to supply a requirement of the U. S. armed forces, then it not only makes good military sense but is also the best course from the point of view of economics, to put the Canadian equipment into service.

As has been stressed in the past (ad nauseam, no doubt) the Canadair Forty Four fills an immediate MATS requirement. And filling immediate military requirements, efficiently and economically, is the purpose of the defense production sharing agreement.

Purchase of Forty Fours for the USAF would not represent a serious departure for the U. S. defense department. The U. S. Army has for some years now taken advantage of the particular talents of de Havilland Aircraft of Canada in filling its specialized fixed-wing requirements.

people



President of the Canadian Aeronautical Institute for the ensuing year is **David Boyd** (above), works manager of Rolls-Royce of Canada Ltd., Montreal. Mr. Boyd first became concerned in aviation in 1938, when he was appointed general works manager of Canadian Car and Foundry. From 1942 to the end of the war he was general manager of Victory Aircraft Ltd., responsible for the production of a large number of Avro Lancaster bombers.

Central Dynamics Ltd., Pointe Claire, Que., announced the appointment of two new directors, **Lamont Gordon**, who is associated with the investment firm of Nesbitt, Thomson and Co. Ltd., Montreal, and **Frank Ryan**, vice-president sales, United Aircraft Products Inc., Dayton, Ohio. These appointments accompany the expansion of Central Dynamics plant at Pointe Claire in the field of electronics and electromechanics.



Formerly sales and service manager of Avro Aircraft Ltd., Malton, Ont., **Murray Willer** (above) is now president of Willer Engineering and Sales Co., Toronto 3, Ont. His company has been appointed Canadian representative for four U. S. electronics firms.

Appointment of **George R. Hackett**, of Vancouver, as a director of Trans-Canada Air Lines for a term of four years is announced. He succeeds the Hon. F. M. Ross, Lieutenant Governor of British Columbia. Mr. Hackett is a director of the BC Lumber Manufacturers Association, director of Seaboard Lumber Sales Co., and a life member of the Vancouver Board of Trade.

(Continued on page 54)