

Super Husky Flies

First flight of the new Leonides Husky took place at Vancouver on July 8 with A. M. (Mac) McKenzie in the pilot's seat. Mr. McKenzie, who is also vice-president of Husky Aircraft Ltd., the firm that developed the conversion, reports that flying time is accumulating rapidly and that performance has proven to be outstanding. To back up his claim for "outstanding" performance, he cites the following test figures which have been established for the seaplane version:

- Take-off at full gross in still air at SL—600 ft.
- Take-off at full gross in still air at 1,750 ft. altitude—625 ft.
- Take-off at full gross in still air at 4,500 ft. altitude—1,200 ft.
- Rate of climb at SL at take-off power—1,250 fpm.
- Rated power climb—from SL to 5,000 ft. at full gross in 5 mins. 30 secs.
- Economical cruise at 5,000 ft. at 220 hp, with a fuel consumption of 15 gph, gives a TAS of 110 mph at full gross load.
- Cruising speed at 8,000 ft. at 220 hp at full gross—118 mph.

• Cruising speed at 8,000 ft. at 305 hp at full gross—128 mph.

Says Mr. McKenzie: "The handling qualities are excellent; in fact, the larger, slow turning propeller seems to have improved handling on the water and in the air.

"We are now in a position to convert existing Husky aircraft to the new power or to offer conversion kits to the owners of these machines. We hope to have DoT approval for an increase in gross weight of 450 lbs. on floats and 750 lbs. on wheels or skis [which would bring the gross for floats, wheels, or skis, to some 7,250 lbs.]. The increase in gross on skis or wheels will make necessary a new main undercarriage incorporating a longer and larger main strut with a great increase of energy absorption. We plan to have the new undercarriage available in December."

Husky Aircraft is currently arranging for facilities to put the Husky back into production. According to Mr. McKenzie, the firm hopes to get the first "Super" Husky off the line within a year.

Conversion of the prototype Leonides

Husky was carried out for Husky Aircraft by Vancouver Aircraft Sales Ltd. However, it is understood that a subsidiary firm, Flight Products Ltd., has been set up by Husky Aircraft to carry out future conversions. Two machines are already slated for conversion to Leonides power, it has been indicated. (Additional details of the Super Husky appeared in the June issue of *Aircraft* P. 33).

Avro Shares for Sale?

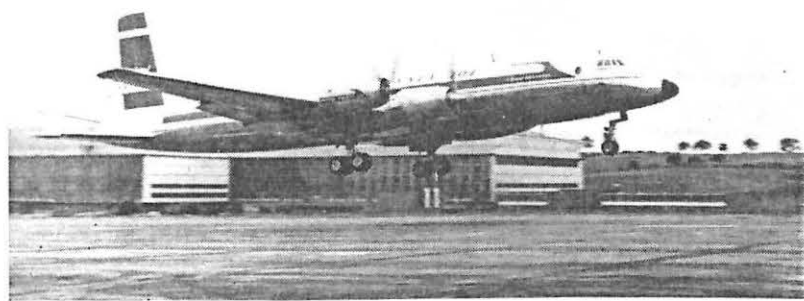
Canadian investors may soon be able to buy shares in the A. V. Roe Canada Ltd. organization, according to reports emanating from the U.K.

"Magpie's Gossip", an authoritative financial column which appears regularly in the highly reputable *Stock Exchange Gazette*, notes in the issue of July 20 that while it is not a new rumor that Hawker Siddeley may be selling part of its holding of 1,600,000 shares in A. V. Roe Canada to Canadian investors . . . "What is new is the 'hard' rumor which reaches me this week that the arrangements for marketing the shares are likely to be settled in three months time, and that the initial price is expected to give Hawker Siddeley's Canadian assets a value of [\$110,000,000] or only [\$17,875,000] less than the present market value for the British company's ordinary capital with the [\$2.75] ordinary shares standing at [\$5.50]. . .

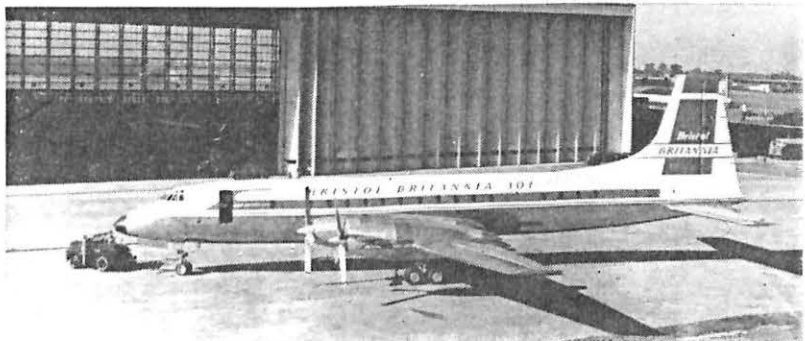
"Attaching a price tag to the Canadian assets will not increase their earnings by a cent, and pending knowledge of the portion of the issued capital of A. V. Roe Canada which is going to be placed, it would seem that the whole purpose of the operation is to enable that undertaking to place itself in funds after purchasing the entire capital of Canadian Car & Foundry last year for \$22,000,000.

"The earnings of A. V. Roe Canada have been a closely kept secret, but its assets and earnings are regularly included in the Hawker Siddeley Group consolidation, and the remarkable feature of the accounts for the year to July 31 last was the leap in the Dominion tax provision from [\$1,081,000] to just under [\$6,875,000]. Doubling this [\$6,875,000] to get a before tax profits figure and multiplying by ten would give [\$137,500,000], and mean a 10% earnings yield evaluation.

"This is 'black magic' arithmetic, but it has at least the virtue that I have not included the Canadian Car



A NEW BRITANNIA FLIES: First flight of the Britannia 301, prototype of the Series 300 and 310, took place July 31. The aircraft is shown taking off on its first flight above, and below, being towed back to its hangar after engine trials prior to the initial flight. The 301 will be used for certification tests for the 300 and 310, both of which are bigger and faster than the earlier 100, a version of which has recently been on a tour of the United States and Canada.



& Foundry earnings which will come into the current accounts. For the year to September 30, 1954, Canadian Car & Foundry earned over [\$2,750,000] net of tax, and deducting current liabilities there were net assets of over [\$27,500,000]. Hawker-Siddeley's last accounts showed net profits of [\$15,125,000] and equity assets of [\$82,500,000], so that the earnings and assets picture should look very sweet in the next consolidated accounts, even after the \$22,000,000 payout for Canadian Car. . ."

Raytheon Underbids

The DoT's call for tenders for the supply of 15 long-range surveillance radar units for Canadian air traffic control brought bids from four or five Canadian companies, but the lowest of these was some \$1,400,000 higher than the price quoted by the successful bidder, Raytheon Mfg. Co., Waltham, Mass. The Raytheon tender was for approximately \$5,000,000.

This information was brought to the attention of Commons recently by Transport Minister George Marler, who also said that . . . "not only was Raytheon the lowest tenderer, but it agreed with a firm [Dominion Electrohome Industries Ltd.] in Kitchener, Ont., to establish a Canadian subsidiary [Raytheon Canada Ltd.] for the carrying out of this work."

CF-100 Costs

The Government's stretch-out of production schedules on the CF-100 may have increased the unit cost by as much as \$200,000, according to John B. Hamilton, MP for York West.

Defence Production Minister C. D. Howe said that the reduction in production of CF-100's could not be helped. The Minister went on to say that the Government was as interested as anyone in keeping aircraft employees working. Sometimes the only way this could be done was by "stretching out production".

All Their Own

With the purchase—announced early in August—of \$3,768,000 worth of Crown-owned machinery and equipment Avro Aircraft Ltd. has become the owner of its entire plant, including all machine tools and equipment. At the same time Orenda Engines Ltd. became the owner of "virtually all facilities" within its main production and engineering plants by purchasing



DOES YOUR WIFE TALK TOO MUCH? Shown is one of two jet engine silencers recently completed for Orenda's Nobel facility. Described as being biggest mufflers ever made in Canada, they have 45 ft. length and 11 ft. diam. Made entirely of metal parts, units cut noise to level not exceeding average in surrounding area (70-80 decibels @ 1,500 ft.). They were designed by Industrial Acoustics Co. of New York and fabricated under contract by Ideal Welding Co. Ltd., Scarborough,

Crown-owned equipment worth \$13,954,159. The buildings housing the equipment were purchased from the Government in 1953. Avro Aircraft Ltd. purchased its main plant in 1954 with previous facilities being purchased in 1952 and 1953.

The terms of the purchases included agreements by both companies to maintain facilities for aircraft and jet engine development, manufacturing and repair and overhaul for the next ten years, and to give the Government priority on these whenever needed during that period.

For Courier Production

Helio Aircraft Corp. of Norwood, Mass., has purchased the plant and organization of Mid-States Mfg. Co., Pittsburg, Kansas. According to Helio, the acquisition of the Mid-States facility makes it the fifth largest manufacturer of business and private aircraft in U.S.

For the past year, Mid-States has been producing Courier aircraft under contract from the Helio organization, and to date about \$750,000 worth of these airplanes has been turned out by the Kansas manufacturer. Mid-States also manufactures components of other aircraft under sub-contract to various U.S. manufacturers.

In Canada, the Courier is available through Fleet Mfg. Ltd. of Fort Erie,

Ont. Fleet holds a license to manufacture the Courier in Canada, but production was suspended earlier this year in order to carry out a market study. At one point, Fleet was also manufacturing Courier airframes under sub-contract to Helio Aircraft, which at that time had no production facilities of its own.

EM Exported

The airborne electromagnetometer (EM) developed and manufactured by Aeromagnetic Surveys Ltd., Toronto, has been put into service by Hunting Geophysics Ltd., an associate company in the U.K., for surveys to be carried out in Europe and Africa. A similar EM installation has already been flown to Australia for use by Adastral Airways (Pty) Ltd., another member of the Hunting Group.

The EM equipment, which was designed by Vaino Ronka, was recently awarded a U.S. Blue Ribbon Mining Award. A variation of this equipment for use by helicopter has also been introduced by Aeromagnetic Surveys Ltd.

R-R Service Expands

Increased activity is anticipated in the U.S. by Rolls-Royce of Canada Ltd., which established an engineering team at Washington, D.C., in 1955 and has since provided technical ser-