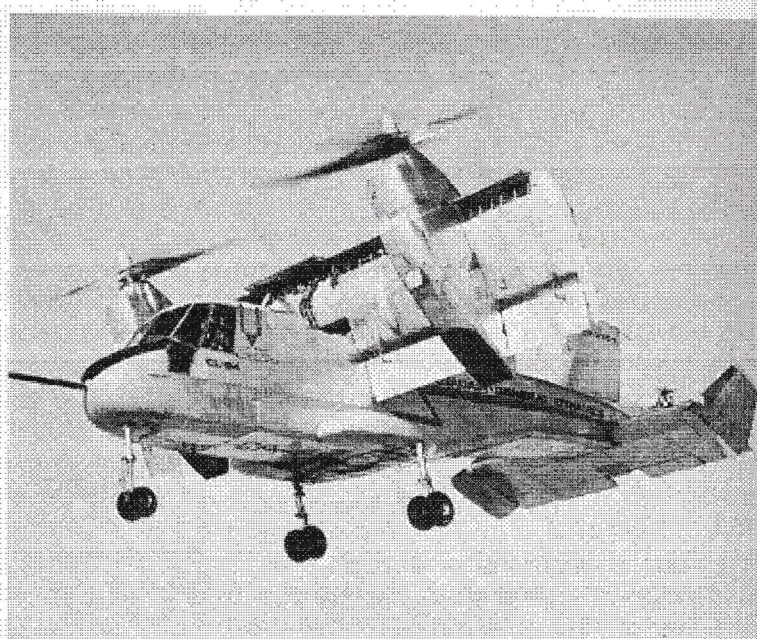
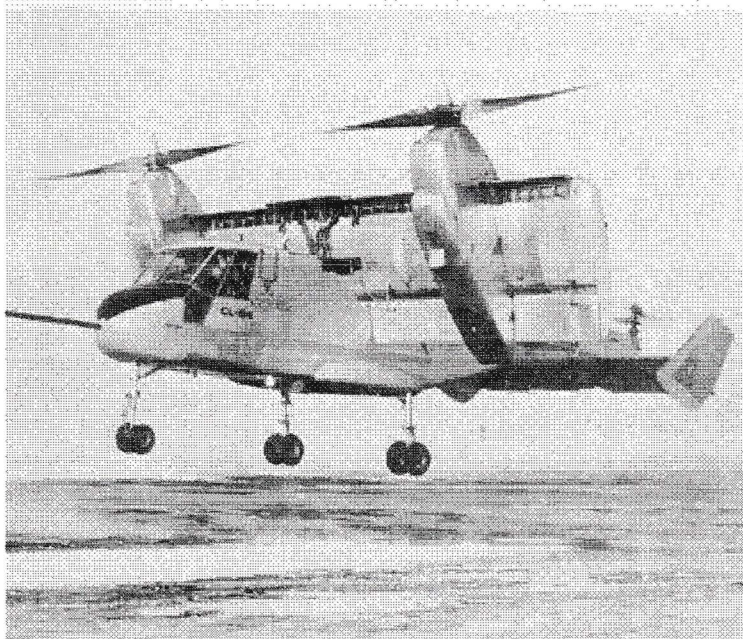




The Canadair Dynavert, with its capability for both vertical and short takeoff and landings, went through a complete transition from vertical takeoff to horizontal flight during a demonstration at CFB Uplands. Picture number one in the series shows the Dynavert rising

UP, DOWN, STRAIGHT AND LEVEL

You name it. With its V/STOL capability, the Canadair Dynavert offers new possibilities in military mobility.

"I'm most impressed", said Defence Minister Paul Hellyer as he watched Canada's first tilt wing aircraft climb vertically off its pad and soar gracefully into horizontal flight.

The Minister's remark was personal and he was not committing himself, but his opinion of the technical advances made by the radically new CL-84 was shared by the military and civil crowd of spectators who watched the demonstration at CFB Uplands.

The aircraft he was watching was the new CL-84 *Dynavert*, designed and built by Canadair Ltd. of Montreal, and Canada's first contribution to the vertical and short take-off and landing (V/STOL)

field.

Under the sure hand of the Canadair test pilot, the CL-84 took off vertically, and then, by lowering its up-tilted wing to the horizontal, flew as a conventional airplane at high forward speeds.

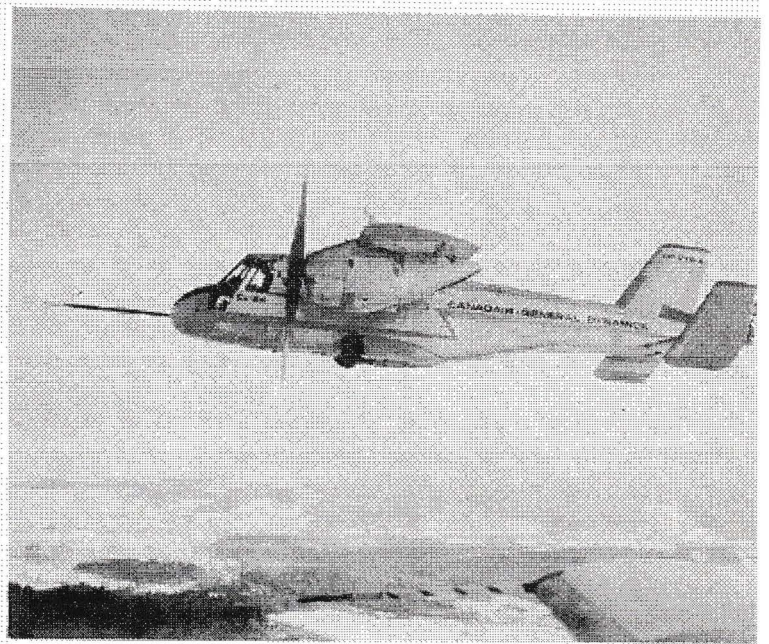
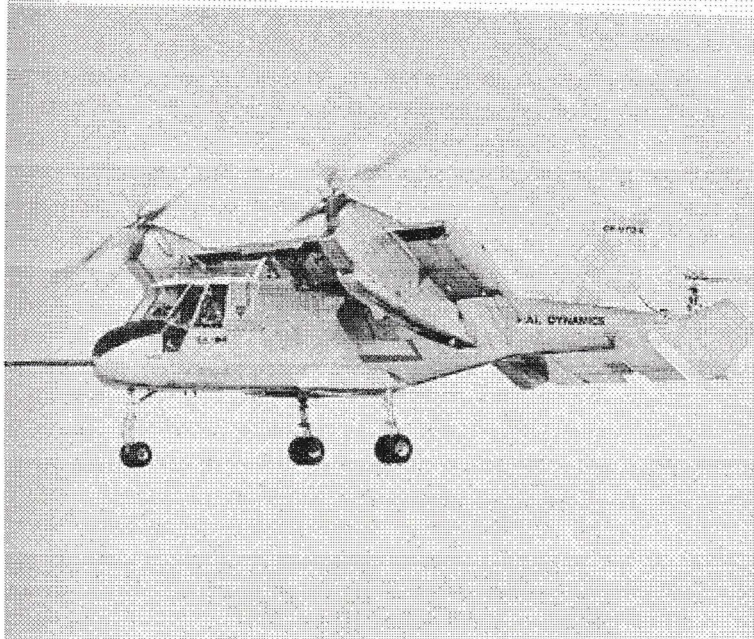
The CL-84 also demonstrated its short take off and landing (STOL) capability by tilting its wing to the 35° position and becoming airborne in approximately 75 feet. It landed vertically from hovering flight and then demonstrated a STOL landing with about 140 feet of ground roll.

It is just 10 years ago that work began on what is now Canada's first V/STOL

aircraft and one of only two tilt-wing aircraft in the world. Preliminary design work on the CL-84 was financed jointly by Canadair, the Canadian Defence Research Board and the Canadian Department of Defence Production.

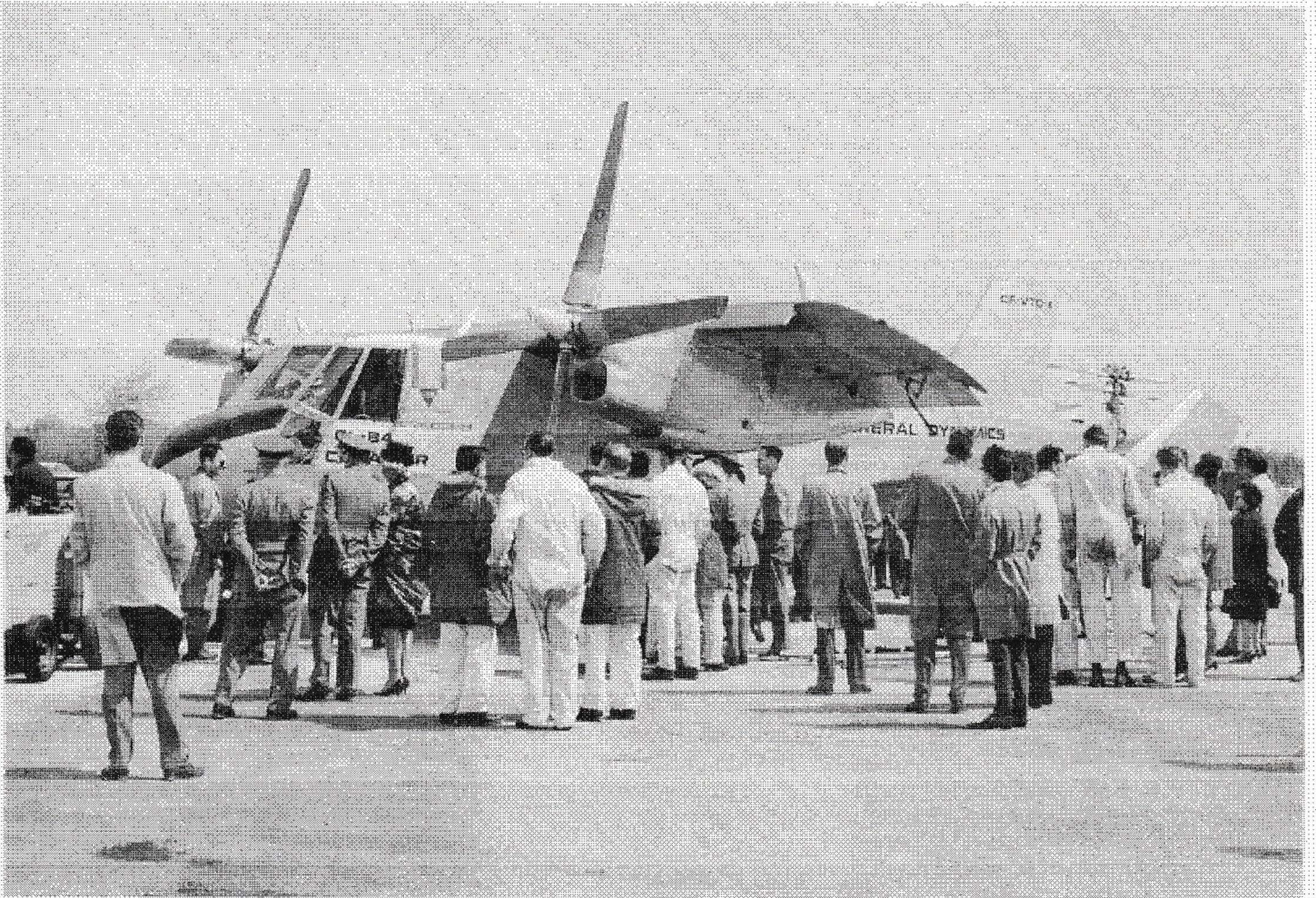
With its ability to take off vertically the *Dynavert* will be able to operate from very restricted areas. When vertical flight is not essential, the *Dynavert* can take advantage of the smallest airstrip to carry increased payloads by doing a STOL (short take-off and landing) operation.

This Canadian aircraft has a potential which may be of interest to both military and civilian operators in Canada and overseas.



in a vertical takeoff. Picture number two shows the wing tilting to give the aircraft forward thrust. In number three, the aircraft is

moving forward, and in four it has achieved straight and level flight which will allow forward speeds up to 310 knots at 10,000 feet.



Civilian and military spectators crowd around the Dynavert at CFB Uplands after the demonstration to examine in detail the structure

of the new aircraft that can take off from a pad with a 2,500 pound payload, or from a short runway with a payload up to 5,000 pounds.