



**POWERPLANT FOR THE CL-41** trainer is the General Electric CJ610-1B, which will be built in Canada under license by **Orenda Engines Ltd.**, Malton. Canadian General Electric says "close to 250" of the turbojets will be built. The lightweight engine features a very high thrust/weight ratio.

## No Sale

The de Havilland Aircraft of Canada Ltd. has been refused permission by the Department of Trade & Commerce to sell an Otter to Air Katanga, a Congo carrier based in breakaway Katanga province.

Ottawa reports say that the Trade Department refused to grant de Havilland Canada an export permit after consultations with the Department of External Affairs, on the grounds that the aircraft had a potential military application.

## DHC-8

Industry reports say that The de Havilland Aircraft of Canada Ltd. is working on a new small commercial transport project which has been given the designation DHC-8. The aircraft is described as being powered by four Lycoming O-540's of 250 hp each, and having accommodation for 17. A twin-engined version would be powered by Turbomeca turboprops.

Target price of the DHC-8 is said to be \$185,000.

## New Broom

Harvey R. Smith has left Hawker Siddeley Canada Ltd. (formerly A. V. Roe Canada Ltd.), where for the past several years he has occupied the post of executive vice president. Mr. Smith joined A. V. Roe Canada in 1952 and between 1954 and 1958 was vice president, manufacturing, of the Aircraft Div. and its successor, Avro Aircraft Ltd. Between 1958 and 1959 he was with A. V. Roe Canada's Dominion Steel & Coal Corp., as vice president & general manager of the Steel Fabrication & Mfg. Div., Montreal. He was called back to A. V.

Roe Canada's Toronto headquarters in 1959 following the cancellation of the Arrow to take up the post of executive vice president and to reorganize and consolidate the company's aviation activities.

Other top executives who have recently left Hawker Siddeley Canada include A. H. Stewart, public relations manager for all of the Toronto-based aviation divisions, and W. J. (Spud) Potocki, flight operations manager for Avro Aircraft Div. Spud Potocki was one of the handful of pilots who flew the Arrow; he also carried out the test flight program on the Avrocar VTOL project. Avro Aircraft now employs no test pilots as such. D. H. Rogers, in charge of test flight operations for many years, is still employed by the company, but in another management capacity.

## Four More CL-44's Sold

Twice within a week at the end of May, Canadair Ltd. was able to announce re-orders for a total of four swing-tail CL-44's. Slick Airways and Seaboard World Airlines each ordered two additional CL-44D's. The new business is worth about \$18 million to Canadair.

On May 23, it was announced that Slick was the first carrier to re-order. Delivery this Fall of two more aircraft will double the Slick CL-44 fleet, which is operating on the San Francisco-Manila route and has achieved 90% regularity of service.

The Slick order was followed on May 31 by the announcement that Seaboard World Airlines, with a fleet of five CL-44's already in service, had ordered two more. One of these is to be delivered this month and the other next month. The aircraft will immediately go into service between

New York, London, Frankfurt, Paris and Zurich.

These new sales bring to 21 the number of CL-44's sold by Canadair to three airlines in the U.S. Value of these aircraft amounts to over \$100 million.

Canadair says that serious negotiations are being conducted with other airlines, both combination and all-cargo.

Meanwhile, a onetime prospective customer has apparently turned its back on the Canadian cargo plane. At the beginning of May, Pan American World Airways announced it was buying two all-cargo Boeing 707-321C turbofan-powered jet aircraft, with delivery scheduled for the spring of 1963. At one point, PAA was considered to be one of Canadair's hottest sales prospects for the CL-44.

## TAL Converts SWA CL-44's

With the delivery of the fifth Canadair CL-44 last month to Seaboard World Air Lines, Timmins Aviation Ltd., Montreal maintenance and modification contractor, has completed a program of modification and conversion of that carrier's aircraft from freighter to convertible passenger configuration.

Timmins designed and installed complete aircraft galleys, lavatories, hat racks and passenger service. Weather radar was also installed in each aircraft.

## NATO V/STOL

Canada is still in the running in NATO's plans to develop and produce a VTOL/STOL transport plane.

Canadair and de Havilland have submitted designs and their ideas survived the first round of eliminations.

At the NATO meeting in Athens in May, the defence ministers discussed setting a deadline on deciding whether or not to go ahead with a NATO STOL/VTOL transport and fighter and two types of tanks. Defence Minister Harkness said Canada isn't in the fighter picture but that it is still in the running on the transport.

The defence ministers apparently came to no hard decision on a deadline for a decision on production but it is evident such a deadline will be reached around the end of 1962, if not before. If de Havilland and Canadair can remain in the picture that long Canada more than likely would get a piece of production among a consortium of national companies developing and producing the plane.

## Mars No. 2

Fairey Aviation Co. of Canada Ltd. at Patricia Bay, B.C., has completed the \$150,000 conversion of the new Martin Mars water bomber. The job