A HERD OF EIGHTEEN CARIBOU recently completed an 11,000-mile trek from Fort Benning, Ga., to Thailand, via North Atlantic and Europe. Flight constituted the first "fly away" deployment of a U.S. Army Aviation unit to an overseas destination. Aircraft will support units stationed in Thailand.

Arrow in the Heart

Lucas-Rotax Ltd., once one of the Canadian Aircraft Industry's largest manufacturers of ancillary equipment, has announced that it will close the doors of its suburban Toronto plant by mid-1963, when the last of its current manufacturing contracts expires. Small repair and overhaul establishments located in Montreal and in Vancouver will remain in operation to provide continued service and support for Canadian users of Lucas-Rotax equipment.

The 120,000-sq.-ft. Scarborough facility was built specially for Lucas-Rotax and opened in 1952 on the strength of large contracts to produce, among other things, fuel systems equipment for Orenda and Nene turbojet engines. The plant, which was bought outright from the DDP in the mid-1950's, included extensive experimental and test facilities that enabled Lucas-Rotax to develop into a fully integrated design, development, and production organization specializing in gas turbine fuel systems, and electrical, hydraulic, and combustion equipment.

At its peak, employment exceeded 1000. Since the cancellation of the Arrow and its powerplant, the Iroquois, programs in which Lucas-Rotax had a heavy stake, employment has dwindled to the present 270. These will be laid off progressively until the final shutdown next year.

Lucas-Rotax Ltd. is a subsidiary of two British firms, Joseph Lucas (Gas Turbine Equipment) Ltd., and Rotax Ltd.

Cross Pollination

As part of the closer liaison between Hawker Siddeley Canada Ltd. and The de Havilland Aircraft of Canada Ltd., reciprocal elections to the boards of directors have been made by the two companies.

T. J. Emmert, president and chief executive officer of Hawker Siddeley Canada, has joined the board of de Havilland Canada, and P. C. Garratt, DHC chairman and managing director, has been elected a director of Hawker Siddeley Canada.

Hawker Siddeley Canada and The de Havilland Aircraft of Canada are both members of the Hawker Siddeley Group Ltd., one of the world's largest industrial organizations.

It's Official

Orenda Engines Div. of Hawker Siddeley Canada Ltd. has been awarded a contract worth $18,751,325 to produce General Electric J85-CAN-40 turbojet engines for the RCAF's CT-114 program.

The CT-114 is the Air Force's designation for the Canadair CL-41 trainer. J85-CAN-40 is the new designation for the Canadian-produced engine, which is based on the CJ610-1B.

CAE Bids for NWI

According to Montreal reports, Canadian Aviation Electronics Ltd. has made an offer of $6.50 per share for the outstanding shares of Northwest Industries Ltd., Edmonton, and James F. Tooley, president of CAE, and F. G. Winsper, president of Northwest Industries, have announced that the offer has been accepted by a majority of the shareholders.

B. W. Pitfield, at present vice president & general manager of Northwest, will become president under the new management. Mr. Winsper will become a director of CAE.

Northwest is one of Canada's largest aircraft maintenance and overhaul facilities, and is the only major one wholly owned by Canadians. This Canadian control will be retained under the new ownership, as CAE itself is also controlled by Canadian interests. B.C. Air Lines is a subsidiary of Northwest Industries.

More 44s for Tigers?

Flying Tigers look like giving Canadair's CL-44 swing tail freighter its most tangible vote of confidence to date by adding to their fleet of 10 of the turboprop cargo carriers. Tigers' President Robert W. Prescott is reported to be interested in immediate acquisiton of four additional CL-44s, "if financing can be arranged", with a goal of 20 of the Canadair machines to replace his present entire piston fleet.

Mitchell Water Bomber

A water bomber conversion of the B-25 Mitchell is the subject of an evaluation and preliminary design study by Aviation Sheet Metal Ltd. of Vancouver. Designer is G. W. Grover. The equipment will be fabricated as a package ready for installation into the aircraft with spring delivery anticipated.

CF-104 Test Gear

Equipment which permits an overall radar systems test to be performed on the ground immediately prior to flights of the Canadair-built CF-104 is being supplied to the Canadian manufacturer by Remanco Inc. of Santa Monica, Calif. The test equipment, the Remanco RTS-103C, provides a true three dimensional (distance, angle heading and altitude of flight) "target-in-space" reading. Mounted on motorized axles for maneuverability, it requires no physical connections with the aircraft during the radar tests.

Caribou Endurance

A U.S. Army Caribou on an endurance test to evaluate a new long-range fuel system, designed and developed by de Havilland of Canada engineers, remained airborne out of Pope Air Force Base, North Carolina, for 19.3 hours on a flight of 2500 miles. The new system was specified to meet a U.S. Army requirement for a means of ferrying the Caribou to overseas bases. The test Caribou grossed 31,750 lbs. at take-off and required a 3000-ft. roll for its zero flap take-off with the temperature reading 100°F. The aircraft's normal all-up weight is 28,500 lbs. and it can take-off with gross load in 725 ft. using short field technique.

The auxiliary fuel system consists of two cylindrical, flexible rubber cell type tanks, a control panel and appropriate connecting plumbing. A feature of the system is utilization