

The NEWS

NOVEMBER

CANADIAN AVIATION

1949

D-H GETS CHIPMUNK ORDER FROM SIAM

DISCUSS PROPOSAL TO MANUFACTURE IN SIAM 22 CHIPMUNKS TO EGYPT — SELL 60TH BEAVER

An order for 16 Chipmunk trainers, amounting to \$250,000 including shipping, has been placed with The de Havilland Aircraft of Canada by the Government of Siam. Three engineers from Siam are studying Chipmunk production at the D-H plant and a proposal to manufacture the Canadian all-metal elementary trainer in Siam is under discussion.

Shipping charges, Toronto-to-Siam amount to about \$1,200 per Chipmunk, a fact which might explain the Siamese anxiety to manufacture the aircraft at home.

Meantime, D-H has shipped 16 of the 22 Chipmunks order-

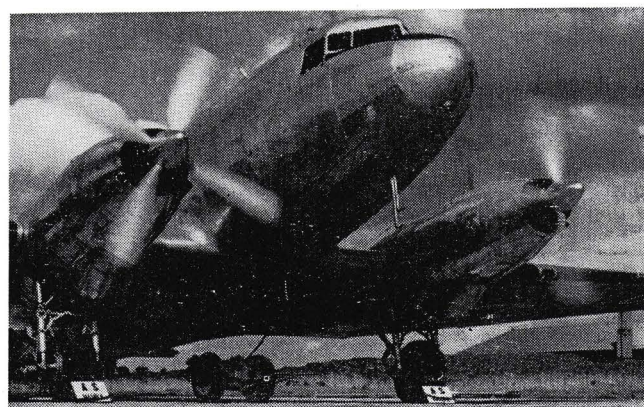
ed several months ago by the Royal Egyptian Air Force. At the same time, the 60th Beaver delivered in Canada since the D-H bushplane was introduced has taken off for the west coast where it will be delivered to the B. C. Provincial Police. Another Beaver soon will be acquired by the RCMP for use out of Lac du Bonnet, Manitoba.

Value of the 60 Beavers is in the neighborhood of \$1,800,000. Nearly half of these are in operation by the Air Service Division of the Ontario Dept. of Lands & Forests.

At press time there seemed to be a bright prospect that the U. S. congress soon would

amend the Buy American Act to exclude Canada from its provisions. Prime Minister St. Laurent and Defense Minister Claxton both have made strong appeals to the U. S. to

make this revision. Should Congress amend the Act, it may mean that de Havillands will get an order for 20 to 25 Beavers for use by the USAF in Alaska.



The (DC-3) Dakota with prop-turbine Mamba engines.

Canadair Tooling To Build Sabre

With the Canadair Four program almost complete, Canadair Limited at Montreal is now tooling for production of F-86 Sabre fighters, the first of which is scheduled for delivery in the summer of 1950. The CPA contract for four C-4's has been completed, while the final eight of the four-engined airliners, on a total order for 22, are awaiting delivery to BOAC.

Will Test Fly Orenda In Sabre Fighter

Plans are in progress to test Canada's Orenda jet engine in the F-86 Sabre jet fighter. The Sabre is being built for the RCAF by Canadair, Ltd., of Montreal under license agreement with North American Aviation, Los Angeles.

At the request of the RCAF a complete Orenda power

unit is being prepared in the A. V. Roe Plant, Malton, Ontario, for shipment to North American Aviation for installation and instrumentation in a Sabre. Complete ground and flight tests will be performed.

The Orenda engine is definitely planned as the power unit for the XC-100, Canada's long-range, all-weather fighter. The tests in the F-86 are aimed at determining the engine's further potentialities.

Present plans call for the first Canadian-built F-86 aircraft to leave the Canadair Plant equipped with the American-produced General Electric jet engine which serves as the standard power unit for the F-86 Sabre in the USAF. If flight trails of the Orenda engine are successful, consideration will be given to its installation as a power unit in the Canadian-built F-86.

DC-3 Flies With Mambas Conversion Task Simple

By Geoffrey Dorman

Armstrong-Siddeley recently gave the first public demonstration at Bitteswell airfield, England, of a Dakota in which they have replaced the normal piston engines with two propeller-turbines. In place of the normal 1,100 hp or 1,200 hp piston motors the Mambas each develop 1,475 hp plus a thrust of 400 lbs.

This will enable the Dakota to conform with ICAO requirements, and will give operators a chance to gain experience of airliners with turbo props by a comparatively cheap conversion to their existing aircraft.

No production cost of the Mamba has yet been announced but an official of the firm told me that it was expected the price of a complete engine with propeller likely would be about \$22,500.

Cost of converting a Dakota

or DC-3 would be in the region of \$60,000 including the prop-turbine engines. The changeover can be made very quickly, within three or four days, as no major structural alterations are needed. The actual work on the prototype conversion was completed in 19 days.

Though the prototype is only a shell with no internal fittings or sound-proofing, it was as silent in flight as a fully sound-proofed Dakota.

The Mamba-Dak can operate economically at from 10,000 to 15,000 feet, well below the height at which pressurization becomes necessary. It will cruise at 165 mph at 10,000 ft. and at 185 mph at 15,000 ft. It will fly with full load on one engine and will carry a greater payload than the normal Dak over a still air range of 350 miles.