

aviation news digest

Sabres and Missiles

In reply to Parliamentary questions on the defense estimated for Canada, defense minister R. O. Campney brought to light the following points:

● On the question of a successor to the Sabre VI:

"Since we never have in Canada, developed a short range day interceptor, while other nations have, when the time comes to replace the Sabre we will have an ample field from which to select, depending of course on the nature of our needs then. It is not therefore a matter of importance at the moment."

● On the reason for development of the Avro CF-105 supersonic long-range interceptor:

"Even when the intercontinental missile has arrived . . . it is not anticipated that aerial warfare will be exclusively a guided-missile war."

"The continued development and production of manned long-range bombers in Russia as is going on now will constitute a serious threat to this continent . . . our problem is how to assist in meeting that threat."

"The RAF and the USAF participated in exhaustive studies from which we concluded that . . . to proceed with the CF-105 was the best thing to do because no comparable British or United States aircraft under development will be available by the time we need it."

● On the question of Canada's air-to-air missile project now concluded, the Velvet Glove.

"Our first expenditures were made in 1950-51 and the total to date is just under \$24 million. This money has been well spent. It represents Canada's contribution to the build-up of know-how in this field. For what we have done has been done in conjunction with other work by the United States and United Kingdom research teams."

"As a result, here in Canada we have some 400 scientists and specialists in industry and in the forces who have acquired practical experience in the air-to-air guided missile field."

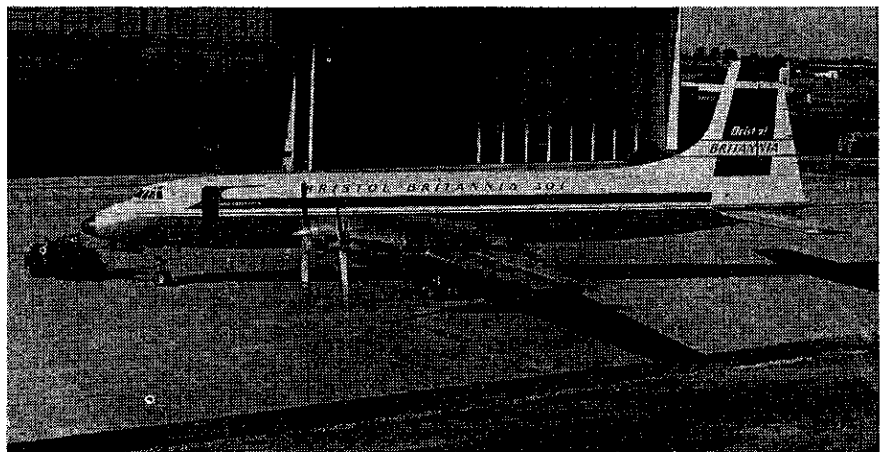
"Therefore Canadian industry has today the capacity and the know-how to produce such weapons and is able to undertake contracts for producing a Sparrow type of air-to-air missile for use on our present and future aircraft."

● On the question of aircraft production costs:

"The (initial) unit cost of a Sabre was about half a million dollars. Although we made a number of improvements in the Sabre, our aircraft industry also managed to work out substantial production economies and the current unit cost of a Sabre Mark VI, complete with spares is now about \$340,000."

"In the case of the CF-100 development costs prior to production of the first plane were around \$122 million. The current unit cost with spares is a little over \$700,000."

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BIG BRITANNIA prototype of the Series 300 and 310 such as Canadian Pacific Airlines has ordered is moved into Bristol's flight hangar ready for testing. It will carry 28,000 lbs. or 93 passengers trans-Atlantic non-stop from east or west and is powered by four Proteus 755 turboprop engines developing 4,120 hp each. Canadians got a first hard look at things to come last month when a Britannia visited several centres in the course of a tour of North America.

Garrett For CF-105 ★

The Garrett Mfg. Corp. of Canada Ltd., Toronto, has announced the successful development of a new heat exchanger for the new Avro CF-105 supersonic long-range interceptor. Garrett claims it to be the largest stainless steel heat exchanger ever manufactured for aircraft use. It will supply cool air to the aircraft's two-place cockpit. The unit is located between the engine bleed points and an AiResearch cooling turbine, which forces the cooled air into the cockpit. Other AiResearch items developed for the 34-ton CF-105 are five oil coolers, one cooling turbine, two actuators and a temperature control system.

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Budget Casualty

Latest casualty in the battle of the budget is said to be the tactical training computer which Computing Devices of Canada Ltd. has had under development for the Royal Canadian Navy. The project, which called for design of a system in which complete battle sequences could be simulated for training purposes, is said to have been shelved as an economy measure on decision of the defense department.

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SAAF Sabre ★

A Canadair-built, Orenda-powered South African Air Force Sabre may meet some of the world's fastest aircraft in an international race at the Johannesburg Festival Air Race this month. The SAAF Sabres have been shipped by boat from Montreal to the Union of South Africa.

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Flying Pay Hike

Flying pay for Royal Canadian Air Force aircrew was hiked during August to between \$75 and \$150 a month, depending on rank and flying job. It was formerly a straight \$30 a month. In making the announcement, Defense Minister Ralph Campney said the boost was "in recognition of the professional character and responsibilities involved in aircrew duties and the high qualifications required today." The new pay rates, it is hoped, will make it easier for the RCAF to obtain men "capable of measuring up to the heavy responsibilities of flying modern aircraft." Aircrew shortage has been a major problem in carrying out the RCAF's commitments. Following is the monthly schedule for distribution on the new flying pay schedule: RCAF (permanent force), Pilot Officer \$75; Flying Officer \$125; Flt. Lt. \$135; Squadron Leader and Wing Commander \$150; Group Captain and above, \$135 if filling a flying appointment; all aircrew filling staff jobs and maintaining their flying status \$100; NCO flight engineers \$75. RCAF (auxiliary), Pilot Officer \$75; Flying Officer \$100; Flt. Lt. \$110; Squadron Leader and above \$125; all air crew on staff duties but qualified \$90.

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Expansion at Vancouver

Canadian Pacific Airlines' \$20,000,000 Bristol Britannia expansion program got under way late last month with signing of a \$375,997 contract for a new office building at Vancouver's International Airport. The new edifice will be the nerve centre for CPA's operations spanning five continents. CPA's Britannia order now stands at five Model 310s, with an option for five more, for delivery commencing in 1957.

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