

"Y" is for Yank

U.S. Air Force headquarters in Washington last month confirmed that it has a research and development contract with Avro Canada Ltd. "to explore a new aircraft design concept." Details, it was said, are top secret.

This brief announcement followed by one day a copyright story in the Toronto Globe and Mail which said that Project Y, Avro's hush-hush research into vertical takeoff and landing, had become the exclusive property of the USAF's Air Research and Development Command.

The newspaper said U.S. military security now shielded the program and that, except with special permission, Canadian government and military leaders, and even officials of the Avro companies, are denied access to the experimental areas.

Said the Globe and Mail: "Avro began research about three years ago on the aircraft, which embodies revolutionary principles of flight and propulsion and—at least in its early configuration—resembles a saucer with part of the rim chipped off.

"The objective was to create a high-speed, high-altitude fighter which could take off and land vertically, thus dispensing with costly, vulnerable runway systems."

In a follow-up story the next day,

the newspaper said the obtaining of USAF sponsorship was a triumph of old-fashioned salesmanship, with a few modern wrinkles added. One of those wrinkles, it said, was a motion picture, shot by a carefully screened crew sworn to secrecy.

The movie purportedly depicted a detail model of the saucer-shaped aircraft in action, "squatting on spindly legs and, whirling like a gyroscope, rising vertically off the ground. It landed vertically, too, the impact absorbed by a reinforced underbelly."

At the outset, Project Y was launched by Avro as a private, speculative enterprise. Later, the company was able to win modest grants from the Canadian Government. These grants, after amounting to \$396,740, were suspended last March.

Said Defense Production Minister Howe at that time:

"... It didn't seem the sort of thing for Canada to be developing."

After the Globe and Mail's revelation of USAF sponsorship, Mr. Howe commented:

"They have a great deal more money than we to experiment with that sort of thing."

More Silver Stars

J. Geoffrey Notman, president and general manager of Canadair Ltd., announces receipt of an additional con-

tract to build T-33 Silver Star jet trainers for the RCAF. The original contract negotiated with the Defense Production Department was for 576 aircraft.

The additional order can be handled easily with present Canadair production lines, Mr. Notman said.

Pre-Production 105's

A pre-production contract for CF-105 supersonic delta-wing all-weather interceptors has been placed with Avro Aircraft Ltd. by the Defense Production Department. The number of aircraft involved has not been disclosed.

Early aircraft off the line are scheduled to be powered by U.S.-supplied Pratt and Whitney J-75 engines of 15,000 pounds' thrust. Production versions are to carry the Orenda Engines Ltd. PS-13 of 18,000 pounds thrust, augmented to 25,000 with afterburning.

According to one newspaper report, scale models of the CF-105 have penetrated the upper atmosphere and exceeded Mach 1 by a considerable margin. Free-fall analyses were obtained, it was said, after a model had been shot into the air on the nose of a Nike anti-aircraft missile. Transonic tests were made at Buffalo in the Cornell Aeronautical Laboratory.

Executive Jet

Avro Aircraft Ltd. of Malton is reported to have completed a design study of a 450-mph twin-jet executive transport seating 10 or 12 people. The sales market is being studied.

Venezuelan Sabres?

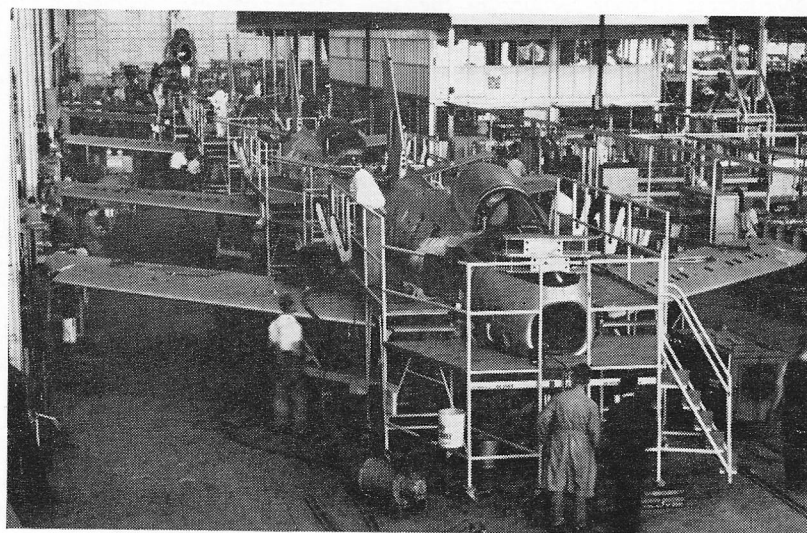
The Venezuelan government is reported ready to close deals with Canadair Ltd. and Orenda Engines Ltd. for a modest number of Orenda-powered Sabre 6's. Canadair opened the negotiations several months ago.

Some 30 Sabre 6's were involved in the recent deal negotiated with the South African Government by Canadair. Orenda is supplying spares and servicing for the engines.

de Havilland Strike

There appeared little prospect at the end of August for an early settlement of the strike of 1,700 production workers which, since July 11, has halted all activity at the Downsview plant of The de Havilland Aircraft of Canada Ltd.

After the strike began, 1,300 office and technical employees were laid off,



DOWN UNDER SABRES: Now in volume production is the Australian version of the Sabre, which is powered by the Rolls-Royce RA-14 Avon of 9,500 lb. th. Shown here is the final assembly line in the Commonwealth Aircraft Corporation plant at Fishermen's Bend, near Melbourne. Avon Sabres are now being flown by squadrons of No. 78 Fighter Wing of the Royal Australian Air Force, based at Williamstown, New South Wales. This version of the Sabre is armed with two 30 mm. cannon in place of the standard six .50 cal. machine guns.