

NEW AIRCRAFT FOR NAVY: Approval has been given for the rearming of anti-submarine squadrons of the Royal Canadian Navy with the Grumman S2F aircraft, a twin-engined high wing monoplane designed specifically for carrier-borne operations against submarines, the Minister of National Defence, Mr. Claxton, announced on December 28.

The aircraft will be built at the Toronto plant of de Havilland Aircraft of Canada Ltd., under license from the Grumman Aircraft Engineering Corporation of Beth Page, N.Y. These will be the first naval aircraft for the RCN to be manufactured in Canada.

Delivery of the first S2F's is expected to take place early in 1956, enabling the squadrons to be re-armed prior to the commissioning of Canada's new aircraft carrier, HMCS Bonaventure, later in the same year. The Bonaventure is now under construction at Belfast, Northern Ireland.

The S2F was designed and is being built to United States Navy specifications by the Grumman Aircraft Engineering Corporation. In the RCN, it will replace the Grumman Avenger, a Second World War torpedo-bomber modified for service as an anti-submarine aircraft.

ADVANTAGES

The principal feature of the S2F is that it is the first comparatively small aircraft capable of meeting the modern requirements of aerial anti-submarine warfare. It is highly manoeuvrable, has a short take-off run and low landing speed, and at the same time is able to carry all of the devices and weapons considered necessary for the efficient performance of the anti-submarine search and attack role.

Advances in the design of both aircraft and equipment have made possible the fitting of the S2F with a variety of electronic devices for the detection of submarines and with the most modern of anti-submarine weapons. This has been achieved without any sacrifice of endurance or speed. The S2F is, in fact, capable of speeds considerably in excess of those of the Avenger and this, combined with other features, makes the aircraft easily adaptable for additional operational functions, if required.

The S2F is an all-weather aircraft and its capabilities in this respect are enhanced by the installation of the latest in navigational and automatic flight equipment.

Acquisition of the S2F will complete the change-over of RCN squadrons to new type aircraft. As was announced in November, arrangements are being made with the U.S. Navy to purchase F2H3 Banshee all-weather jet fighters for the navy's carrier-borne fighter squadrons.

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Newsprint exports were valued at an average \$111.08 a ton in 1952, up \$6.16 from 1951, \$42.18 since 1946, \$67.93 since 1938.

C.N.R. TRAFFIC PROBLEM: "Total earnings for the Canadian National Railways System are expected to exceed somewhat the record 1952 figure despite a general and serious falling off in freight traffic which was experienced in the last quarter of the year," Mr. Donald Gordon, Chairman and President of the Canadian National Railways announced in a year-end review.

"The higher revenue figure is accounted for by rate increases which became effective during 1953," he added.

"Expenses, however, have mounted even more sharply, due in part to higher average prices of materials and supplies but more particularly to heavy increases in the wage bill. Wages paid out in 1953 exceeded the 1952 figure by \$36,000,000. Consequently, in all probability, when the 1953 accounts are finally closed the new revenue found from the increased rates will not be sufficient to meet the increased expenses of operation...."

"The serious over-all decline in the physical volume of tonnage moved, despite the fact that the nation's business activity and industrial development were at record rates, raises some disturbing questions which call for careful analysis. Most significant among these is the diminishing traffic volume against a background of steadily increasing costs of operation and intensified competition from other transportation agencies. Such competition is encouraged by the growing discontent of shippers with rising railway freight rates which cause them to search for every opportunity to reduce their shipping costs. Under such circumstances, the diversion from the railways of high-rated traffic is seriously undermining their ability to carry bulk traffic at marginal rates.

"The diminished volume and revenue position also appears in passenger traffic accounts. Both sleeping and dining car patronage is down, compared with the previous year, and though parlor car revenues are slightly improved, the gain has been more than offset by additional wage expenses...."

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HELICOPTERS FOR RESCUE WORK: The RCAF will take delivery of six Piasecki H21A helicopters early in the new year, it has been announced by Air Force Headquarters. One of the largest helicopters now being built, the Piasecki is fitted with omniphibious type landing gear, capable of landing on land, snow, swamp, or water.

The RCAF will use these helicopters for rescue operations. The cabin can be fitted with either 12 litters or 20 seats. At the moment the RCAF uses only the single-rotor Sikorski S-51 used by search and rescue units.

The Piasecki H21A, which is over 52 feet in length, has twin-rotors driven by a single high horsepower engine.