

Dash Away All

The de Havilland Dash 7, which was introduced in 1979, carries fifty passengers, has four 1100 shp PT6A turboprop engines, cruises at 213 knots and has a range of 1,400 nautical miles. It can take off from a 2,260 foot runway.

The Dash 8 will begin production in 1984. The company has over 100 orders for it already. It will have two PT7A-2R turboprop engines, will carry up to thirty-six passengers, and will be able to fly 570 nautical miles with a full load.

The Dash 7 is currently flying short haul commuter service across the United States.

- Ransome Airlines (an Allegheny commuter) uses Dash 7's between Washington, D.C., and Philadelphia.
- Henson Airlines flies them from Washington to towns and cities in Virginia and Maryland.
- Golden West has flown them from Los Angeles to small nearby airports.
- Air Pacific uses them out of San Francisco.
- Rocky Mountain Airways developed its own STOLport near the community of Avon for flights from Denver.

Pratt & Whitney Power

The Twin Otters, the Dash 7 and the Dash 8 are all powered by fuel-efficient turbo-prop engines, built by Pratt & Whitney Aircraft of Canada, Ltd. The company has delivered more than 18,000 engines around the world.

Captain Foster's Mustang

It took Captain Wayne "Butch" Foster, of the 440 Transport, ten years and \$8,000 to build his model plane.

It is a model with a difference. It is a two-thirds replica of a P-51 Mustang and the only one in the world that can actually be flown. Captain Foster bought Mustang drawings from the French Designer Marcel Jurca and plans from the Falconair Company of Edmonton in 1965 while stationed at RCAF Station, Gimli, Manitoba. He built it in the basements of his various homes as he and his family moved from post to post. In May, 1976 he test flew it at Moose Jaw, Saskatchewan. It has a 200-horsepower in-line Ranger Cornell engine built about 1944, which he bought second-hand from Fairchild Aircraft in Edmonton. It cruises at 265 km/h and has a top speed of 386 km/h. Captain Foster, who regularly flies a Twin Otter on the job, flies his Mustang on weekends.

The Defenders

The United States and Canada have coordinated their defence research, development and production since World War II. The U.S./Canadian Defence Development Sharing Agreement and Defence Production Sharing Arrangement are the cornerstones for a policy calling for the maintenance of a long-term balance in the defence trade between the two countries. The program has resulted in billions of dollars of procurement contracts in both countries.

The Hornets Are Coming

The Canadian Forces will receive their first Hornet next October.

The last one will be delivered in 1989, at which time Canada will have nine Hornet squadrons.

The McDonnell Douglas CF-18 Hornet won the Forces' New Fighter Aircraft Competition in April, 1980 after 1,120 days of evaluation, re-evaluation, contract negotiations and speculation.

Each squadron will have twelve planes and eighteen pilots. The first squadron planes will replace CF-101 Voodoos, the Forces' oldest fighter now in service. After that the CF-104 Starfighters will be phased out.

Major General Paul Manson, Canadian Forces Chief of Air Doctrine and Operations, says the Hornet is "the most modern fighter in the world—a fighter with twice the radius of action of today's aircraft, twice the climb of a CF-104." The new plane is 16.80 metres long (56 feet) and 12.21 metres wide (40.7 feet). It has GE F404 low by-pass turbojet engines and is armed with an M-61 20mm cannon and Sidewinder and Sparrow missiles.

Some Shuteye for the Argus

Canada's basic patrol and search and rescue plane for more than twenty years, the Argus, was replaced in 1981 by the CP-140 Aurora.

The Argus, named after the 100-eyed guardian of Greek mythology, went on routine patrols lasting up to twenty-four hours over Canada's three bordering oceans, looking for alien submarines and ships in distress. The four-engine planes were built by Canadair in the late 1950s and early 1960s, and they carried fourteen-man crews. The last Argus flight is scheduled for late July.

Defence Minister Gilles Lamontagne accepted the first of eighteen CP Auroras from Lockheed at CFB Greenwood last May.

First Women Take Off

The Canadian Forces' first three women pilots earned their wings after fifteen months of inten-