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## aviation intelligence

► New light aircraft are coming into Canada from the U. S. almost at the rate of 20 a month now—surely there's opportunity for someone in Canada to build light aircraft.

► Canadair will do the engineering for a Convair/Napier project to fit Eland turboprops to Convair-Liners, according to an American Aviation Daily report. There's been little interest by operators so far in having their aircraft re-engined. But it's hoped the Convair with Napier Eland turboprops will be seen in North America this year.

► Despite Transport Minister Marler's recent hewing of the government line on no competition for TCA, reports persist that CPA will be flying out of eastern Canada to Europe within 12 months.

► RCAF has been carrying out formal flight tests of the ab initio trainer Beech Model 73 Jet Mentor to determine whether it will meet Canada's military needs for an ab initio jet trainer. This marks the fourth jet trainer to be evaluated by the RCAF. Others were the Jet Provost (U. K.), Fouga Magister (France), Cessna T-37 (U. S.). Two of these, the Magister and the Beech 73 are tandem seating and two, the Provost and Cessna T-37, side-by-side seating.

► Transport Minister Marler admitted in a recent statement in Parliament that Toronto Malton terminal facilities are badly congested yet said that two years would elapse before a start was made on the planned new terminal.

► Avro Aircraft's new 34-ton CF-105 supersonic two-place long-range interceptor will show considerable external similarity to the (U. K.) Avro Vulcan delta-wing bomber, according to a Garrett Corp. drawing, whose Canadian subsidiary, Garrett Mfg. Corp. of Canada, has developed the heat exchanger for the aircraft—claimed to be the largest ever manufactured for aircraft use.

► With the exception of a contract to produce a transport version of the CL-28 (CL-44) Canadair Britannia it's seen as unlikely that any unclassified airframe contracts will be issued this year unless there is a marked change in the international situation. It's thought that the current British example of being caught short on air troop transports may stimulate the Canadian Government into acting on the need for replacement of the North Stars and expansion of the number of long range units available. Other airframe requirements for defense, an ab initio jet trainer and a short range 2½-ton STOL transport for the army will probably be carried over to the next fiscal year.

► British jet-flap invention is getting increased attention from U. S. manufacturers trying to get licensing rights.

► Hunting Percival Jet Provost will be brought over to Canada late September for further demonstrations to the RCAF and possibly U. S. services.

► Canadian International Air Show (September 7 & 8) at Toronto's Canadian National Exhibition promises to be the biggest yet with a truly international flavor. Promised participation by: RCAF—all types, U. S. Navy's "Blue Angels" aerobatic team, Hawker Hunter aerobatic team, Canadian and U. S. commercial and executive aircraft. Possible entries: Russia's Tupolev 104, France's Fouga Magister, and the U. K.'s Avro Vulcan bomber.