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aviation intelligence

▶ **Avro Aircraft Ltd.** is understood to be pressing negotiations for the sale of 100 CF-100 Mark V's to Belgium. The only thing holding up the deal is release of the CF-100's fire control system, manufactured by Hughes, which Washington is still holding from European NATO nations on security grounds.

▶ **B. C. Airlines Ltd.** has been sold to F. Maurice McGregor and Paul Tak by Bill Sylvester of Victoria for an undisclosed price. The headquarters of the small plane air charter company will be moved to Vancouver.

▶ **Bendix-Decca Navigator** chain will probably be set up in the Gulf of St. Lawrence primarily for marine coverage by the RCN on a trial basis this year. Shipping companies are already negotiating for shipboard installations on a rental basis. The system will also afford airborne coverage in the area. At the same time there's a strong possibility of three further chains being set up in Canada over the next 12 months on a trial basis primarily for airborne use as a position indicator and ground use in air traffic control. (In Western Europe the system is now being used to reduce separation between aircraft flying airways).

▶ **Canadair Ltd.** will build the CL-44 for the RCAF's Air Transport Command as a replacement for its North Stars. Initial order is expected to be for at least 12. The CL-44 will be a transport version of the CL-28 maritime reconnaissance modified Britannia. In actual fact it will be an Americanized version of the present Bristol Britannia — a long-range turboprop transport. However, the actual choice of engines has not been made. While Canadair has yet to receive the contract to build the aircraft (at mid-September), it has been recommended by the RCAF and approved by the Minister of Finance.

▶ **Quebecair** is understood to be interested in purchasing five Fairchild (Fokker) F-27 Friendships as replacements for its DC-3 fleet. The Friendship is a short-range twin-turboprop pressurized airliner.

▶ **de Havilland Aircraft of Canada Ltd.** announced its new Otter with amphibious gear in September with a lengthened float to increase gross weight by 33 lbs. to 8000 lbs. (See News Digest).

▶ **Trans-Canada Air Lines** is being mooted as a possible Britannia purchaser. It's been known for some time TCA has requirement for trans-continental aircraft to replace the Super Constellation. The choice, all turboprop, is between the Vickers Vanguard, Lockheed Electra and Britannia. The existence of the Britannia now coupled with possible early delivery would give TCA a definite advantage of adding to its existing fleet before the Super Constellations would have to be phased out. A secondary advantage would be Bristol engine overhaul (Proteus) facilities being set up by Bristol Engines (Western) Ltd. at Vancouver for Canadian Pacific Airlines which has ordered five Britannias.

▶ **Canadair Ltd.** is not giving up in its efforts to sell Sabre VI's to West Germany's new air force. The gift of 75 Sabres by the Canadian Government was just an appetizer. The West German Government is known to like the Sabre over U. S. F-86's and needs more day superiority fighters before it gets its F-100's. Canadair is hoping to fill the vacuum.

▶ **de Havilland Aircraft of Canada Ltd.** whilst still denying reports of a Canadian Army order for its DHC-4 "twin Otter" is reported to have received development support from the Canadian Army to go ahead on the project—a high-wing twin with a 2½ ton payload able to land and take-off in short distances.