

IT & T Subsidiary

A new Canadian subsidiary of International Telephone & Telegraph Corp., called I T & T Electronics Service Co. of Canada Ltd., has been organized in Montreal. The company will provide services ranging from the installation, operation and maintenance of telecommunication and electronic equipment, such as microwave links and radar network, to the engineering of such installations and the evaluation of alternative systems for a given job.

Head of the new company is J. T. Robertson, who has been with IT & T for many years. Starting with IT & T's London associate, Standard Telephones & Cables Ltd., he later served with the RAF and RCAF. Most recently he was assigned to the telephone and radio operating department of IT & T at New York headquarters.

Commenting on the formation of the new Canadian company, President E. H. Leavey stated that IT & T's operations of the Dew Line, and the fact that 85% of the employees in the Canadian section of that radar warning system are Canadians, gives an opportunity of employing their talents in Canada when their time on the Dew Line expires.

Swiss Buy Hunters

After having tested several types of fighter aircraft in the past few months, including the Canadair Sabre 6, the Swiss government has finally announced its decision to buy British-built Hawker Hunters. The contract amounts to some \$100 million. A Swiss

government spokesman said that Russian MiG 15's had been offered by the Czechoslovakian government "at an extraordinary favorable price."

During the trials held in Switzerland last summer, Canadian, American, British, Swedish and French aircraft were put up for trial. The Swiss order marks the tenth received for British military aircraft this year.

Belgian CF-100's

Delivery of the first group of the 53 Avro CF-100 all-weather jet interceptors being provided to the Belgian Air Force under joint Canadian-United States mutual aid arrangements was scheduled to be made by the RCAF this month. Taking off from RCAF Station Uplands on what is to be known as Operation Jump-Moat, 14 of the long-range jets will be flown over the North Atlantic route to Beauvechain in Belgium. They will fly by way of Goose Bay, Labrador; Keflavik, Iceland; and Marville, France.

Maintenance personnel from the Belgium Air Force now are training at the RCAF's Field Technical Training Unit in Zweibrücken, Germany, and others are receiving familiarization training at units within the Air Division.

Five Belgian crews selected to take CF-100 conversion training in Canada under this program are nearing the completion of their course. These crews will then return to Belgium and train other aircrews in the various operational aspects of the CF-100. Taking part in the final stage of operation

"Jump-Moat", the Belgian aircrew teams will replace five of the RCAF crews when they arrive at Marville, joining the ferry operation for the remainder of the flight to Beauvechain.

Timmins Represents

Two new distributorships have been added to the list of representations of Timmins Aviation Ltd., Montreal Airport, bringing their total to sixteen. The new additions: Airwork Corp., Millville, N.J.; and Stratoflex Hose, of Toronto.

Timmins has taken delivery recently of two new Beech aircraft, a 1957 Bonanza and a Super 18, which will be used for demonstration and charter work. These purchases will back up Timmins' appointment some months ago as a distributor for Beech.

Conway Tests

Rolls-Royce Ltd. has announced that the Conway R.C.9.11 by-pass turbojet has completed an official British Ministry of Supply Type Test in accordance with the combined US/UK type test schedule at a declared dry rating of 17,250 lb. thrust. A large part of the type test was actually run at a substantially higher thrust figure and at a specific fuel consumption believed to be lower than that of any type tested military jet engine in the world, Rolls-Royce reported.

For civil operation, the Conway has been ordered by TCA for its Douglas DC-8's and by Air India International, BOAC, and Lufthansa for their Boeing 707-420's. The 35 Vickers VC-10's ordered by BOAC will also be Conway-powered.

As previously announced, the rating of the Conway for civil airliners is 16,500 lbs. thrust, and the military test exceeds this by a satisfactory margin. The civil and military engines are the same basic engine; there are differences in features to suit individual installations. The military Conway will power the Handley Page Victor B.Mk.2.

The first military Conways are already in production and the civil Conways will be delivered to Boeing and Douglas in the summer of 1958.

Boeing 720

The Boeing Model 720, an advanced short-to-medium range jet transport, was recently announced by Boeing Airplane Co. This aircraft, which replaces the previously announced 717, combines a higher thrust version of the well-proven Pratt & Whitney J-57 with



MAIDEN FLIGHT FOR ELECTRA: The Lockheed Electra took to the air for the first time December 6, remaining airborne for 1 hour 26 minutes. The aircraft flew 56 days ahead of the original target date of January 31. Designed for operation on short-to-medium range routes, the turboprop Electra cruises better than 400 mph carrying from 66 to 91 passengers. It has 99-foot span, is 104 feet long. It is powered by four 3750-hp Allison Model 501 turboprop engines.