aviation intelligence

CL-44 airlifts aviation gear

The special talents of the Canadair CL-44 swing-tail freighter were recognized in round-about fashion close to the home plant last month. Space on the Canadian-built aircraft — not operated by any of our own airlines — was leased from Seaboard World Airlines by Lufthansa, to transport aviation test equipment from Montreal International Airport to Germany. Redeeming feature of the operation was that the shipper, Jarry Hydraulics Ltd., Montreal, is a Canadian company which has earned a world-wide reputation for design and manufacture of landing gear and other hydraulic aircraft components. The test stands were on their way to an associate company of Jarry's near Dusseldorf.

Bids invited by Northrop

Aviation subcontractors in Ontario and Quebec are being invited to bid on about 20 components for the Northrop F-5 jet fighter program. A number of companies have been approached and the program promises to be a sizeable one. The F-5 is being produced by Northrop for the U. S. Mutual Security Program as a replacement for the F-86 and F-84, thousands of which are in service. Companies already supplying Northrop with parts for the T-38 trainer, closely related to the F-5, include Bristol Aero Industries, Winnipeg — producing the engine afterburners, and Dominion Rubber in Kitchener, producing fuel cells.

Potez prospects look good

Touring Eastern Canada last month, the Potez 840 executive turboprop attracted a number of prospective buyers in Toronto, Ottawa and Montreal. Host for the Toronto stop was Imperial Oil, with Interprovincial Pipeline, B.A. Oil, Steep Rock Iron Mines, Canada Packers, Duplate Automotive and Turnbull Elevator showing marked interest. Suggestions for improving the 840's acceptance on the North American market are already bearing fruit. Cabin sound level is to be reduced — partly by replacing the three-bladed props with four-bladers, and a more roomy interior arrangement is being sought.

DH-125 in North America

Possibility of Beech Aircraft Corp. representing de Havilland for sales of the DH-125 executive jet has been heightened by recent talks. This would facilitate promotion of the jet in the promising U. S. market and would not necessarily hinder the possible plan for the aircraft to be built in Toronto by de Havilland of Canada. Beech would gain a highly competitive item for meeting U. S. execu-jet projects, but would also be providing competition for company's own proposed Model 120 turboprop executive aircraft. Selling price for both machines has been stated at about $500,000.

Follow-on order for Caribou

Further order from the U. S. Army for 48 de Havilland Canada Caribou transports brings total sales to 178 aircraft. Latest contract is for close to $28 million; total sales to date amount to about $107,000 million, with about 97% of that figure representing export business. Present backlog will keep de Havilland's 3,200 employees busy to the end of 1964.

End of Viscount era seen

Outlining the airline's plans before the House of Commons railway committee last month TCA president G. R. McGregor said the Viscount fleet would be phased out, and the aircraft replaced by a medium-range pure jet by 1966. There is still no word on what the jet might be, leaving room for speculation of a link between TCA's plans and the order for eight BAC One Elevens, with an option on a further two, by an "unidentified customer overseas" — to quote BAC.