

aviation intelligence

CL-44 Exceeds Expectations

Range improvement for the Canadair Forty-Four of six percent—an increase of 320 miles—and a speed increase of 3½ percent, or 13 mph, over the original performance guarantees are announced by Canadair Ltd., Montreal. These are in addition to the 11 to 12 percent reduction in runway requirements for the freighter, announced about two months ago. Runway lengths specified now are 6,800 ft. for maximum take-off weight, and 5,980 ft. for maximum landing weight.

TCA Shops For Medium Jet

The Convair 990, which made its first flight from San Diego's Lindbergh Field on January 24, is one of four aircraft being considered by Trans-Canada Air Lines for future short/medium-range jet coverage. Other contenders are said to be the Boeing 727 (page 45—January issue), the de Havilland Trident, and the Vickers VC-11. The type selected would supplement TCA's turboprop equipment on the medium haul routes, but is not expected to be introduced until about 1965. The Convair 990 is powered by four General Electric aft fan engines, each developing 16,100 lbs. of thrust. A top cruise speed of 640 mph. is claimed by engineers of the Convair Division of General Dynamics Corp. The 990's thin, highly-swept wing, has streamlined speed capsules attached to the upper surface. The type will enter service with American Airlines later this year. American is also said to be looking at the D.H. Trident.

New 60-Seat Canadair 540

The Canadair 540 has already exceeded its performance expectations in service with the RCAF, and now the manufacturer's test teams have come up with some striking operational economy figures. It is claimed that the new 60-seat commercial version can be operated profitably over route segments as short as 100 miles. For the 120-mile stage length, the break-even load factor is quoted at 45 percent, or 27 passengers; and for a 160-mile stage, 40 percent, or 24 passengers. This is computing direct operating costs strictly according to the 1960 ATA method, which includes an allowance for maintenance overheads. A factor of 78 percent is used between indirect and direct costs, based on an average for U. S. local service airlines over the past three years.

CF-104 Computer Contract Awarded

Garrett Manufacturing Limited, Rexdale, Ont., received a \$6,000,000 contract for the production of the central air data computing systems for the CF-104 aircraft being produced by Canadair Ltd., for the RCAF. Delivery is scheduled to begin shortly and will continue into 1963 for a total of 240 units. The equipment will be installed in both the operational and trainer versions of the CF-104. It automatically senses, measures and computes performance requirements relative to such areas as airspeed, true Mach number, angle of attack, barometric pressure, altitude and rate of climb. Flight intelligence data is also provided for the pilot, and to subsystems for autopilot, armament, navigation and induction air control. Much of the work on the systems will be subcontracted to other Canadian companies.

The \$6 million contract forms part of an initial \$18 million program being filled by Garrett's parent company, the Garrett Corporation, of Los Angeles, Calif. This is for units being supplied for Starfighter aircraft on order by West Germany, Belgium, Italy, Japan and the Netherlands. Based on the number of F-104 Starfighters presently on order—about 1,600—the company could realize total sales of about \$64 million for air data systems and environmental equipment. Licensing agreements have been signed with several countries which have the 104 on order. Picture on page 45.

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