

NEWS ROUNDUP

Lund Aviation

Edward Lund, president of Lund Aviation Inc., New York, has announced formation of Lund Aviation (Canada) Ltd., and the appointment of Cheston M. Newhall as president of this new Canadian company, which will make its headquarters in Montreal.

Lund of Canada will deal in aircraft equipment and aircraft parts.

New Lines for Standard

Two new lines of U.S.-manufactured equipment are now being handled by Standard Aero Engine Ltd., according to recent announcements by V. R. Knudsen, sales & service manager for the Winnipeg firm.

The company has been appointed distributor and authorized overhaul & service station for the New York Air Brake Co. on its Stratopower hydraulic pump, which is used in a wide variety of jet aircraft. Personnel from Standard were trained at the U.S. firm's Watertown, N.Y., plant. A complete inventory of spare parts is being stocked at Winnipeg.

The second line concerns the products of United Manufacturing Co. (Div. of W. L. Maxson Corp., Hamden, Conn.), for which Standard has been appointed exclusive distributor in Canada. United Manufacturing is said to be the largest producer of aircraft electrical test equipment in

the U.S., and this equipment is in use in most major air line and overhaul shops throughout the world.

Aviation Imports

Aviation imports to Canada remained at a high level during the first six months of 1954, though it appears that for the second consecutive year they are falling off. Total for the six-month period, for which comparative figures are not available for the previous year, was \$75,313,863.

Unless imports of aviation equipment and supplies show a sharp upswing during the last half of the year, it appears that the 1954 total will fall substantially below that of 1953, when goods in this category worth \$174,509,465 crossed Canada's borders.

As in the past, the U.S. continues to account for most of the aviation supplies imported. In the first six months of 1954, U.S. aviation products valued at \$65,435,368 came into Canada. The U.K. accounted for another \$9,832,547 and the small remainder of the total was made up by a handful of other countries. The U.S. figure also includes a small amount from Alaska.

A breakdown of the imports for the six-month period ending June 30, 1954, is as follows:

Aircraft: Total value, \$5,545,560. Not over 1,500 lb.—U.S., 49 worth \$98,312. 1,501-3,000 lb.—U.S., 35 worth \$335,970. 3,001-7,500 lb.—U.S.,

worth \$882,959. Over 7,500 lb.—U.S., 5 worth \$4,228,319.

Aircraft Parts (Excluding Engine Parts): Total Value, \$44,095,211. U.K., \$2,167,853; U.S., \$41,883,622; Other, \$44,336.

Aircraft Engines: Total Value, \$8,121,097. Up to 200 hp—U.S., 84 worth \$123,732. 201-500 hp—U.K., 3 worth \$6,930; U.S., 36 worth \$66,452. 501-1,000 hp—U.S., 21 worth \$137,839. Over 1,000 hp—U.K., 214 worth \$4,978,668; U.S., 58 worth \$2,802,476.

Aircraft Engine Parts: Total Value, \$11,855,787. U.K., \$2,679,096; Australia, \$2,126; U.S., \$9,174,565.

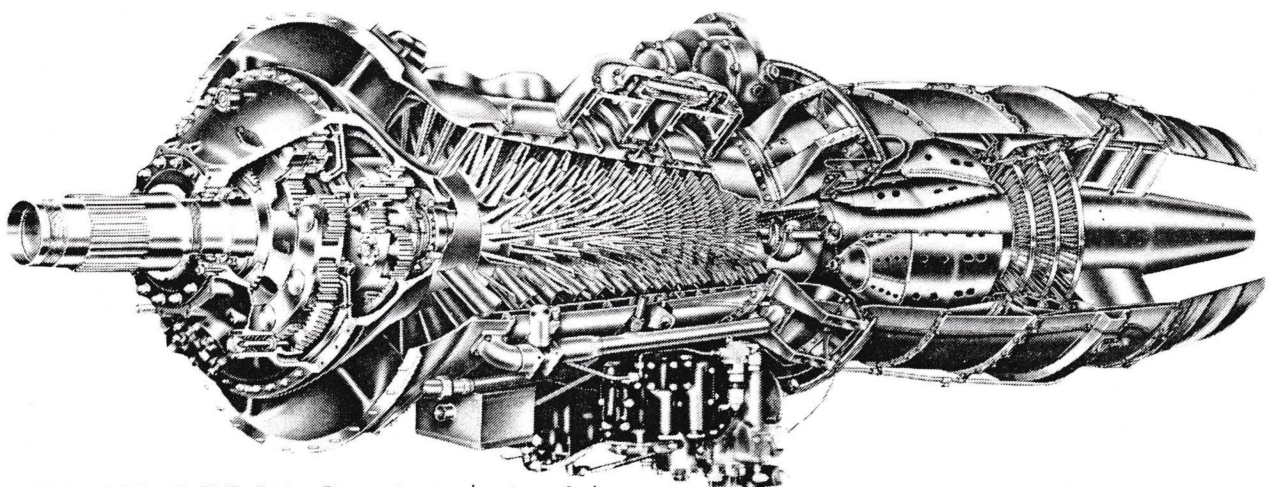
Aviation Gasoline: Total Value, \$5,696,208. Alaska, 321,200 gallons worth \$76,687; U.S., 27,406,620 gallons worth \$5,619,521.

Rectifier Reps

R. H. Nichols Ltd., 2781 Dufferin St., Toronto, has announced its appointment as Canadian representative of Westinghouse Brake & Signal Co. Ltd., (Rectifier Division), of England. The agreement will enable the Canadian firm to introduce to Canadian industry a complete line of rectifiers, including the "Westruk" mobile power supply for starting aircraft piston engines or gas turbines.

National Air Show

The 1955 edition of the National Air Show will again tie in closely with the Canadian International Trade Fair in Toronto, it has been announced by Frank Young, Air Show chairman. A switch in timing, however, puts the



INSIDE LOOK AT THE T-34: First cutaway drawing of the Pratt & Whitney T-34 (PT2F-1) turboprop to be released is shown above. An axial flow engine with an all-steel thirteen-stage compressor, the T-34 develops 5,700 equivalent shaft horsepower (5,200 hp plus 1,250 lb. th.), with the propeller

shaft driven through a double planetary reduction gearing incorporating a torque-meter. This engine powers the Douglas YC-124B Globemaster, the Boeing KC-97J Stratofreighter, and the Lockheed R7V-2 Super Constellation.