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## R A D A R

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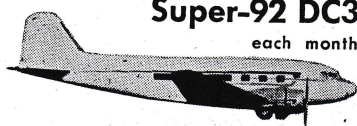
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# aviation intelligence

► Fact according to a U. S. Army general: the U. S. Army today has more aircraft (helicopters and fixed wing) than the R.A.F.

► Canadian Army has a long way to go before it realizes planning envisaged in May issue of Canadian Aviation. Meanwhile it may buy a few de Havilland Beavers to start learning about air logistics and operation.

► Fire control contract on CF-105 will probably go to RCA as a switch from Hughes with manufacture of part of the equipment to be undertaken in Canada.

► RCAF interest in a transport version of the CL-28 Canadair MR Britannia is reported growing again. It's been designated the Canadair CL-44 and will be powered by Proteus turboprops, if ordered, to fill the requirement for a replacement for the RCAF's veteran North Stars. Initial order under discussion is for six.

► Despite eager world-wide DHC-4 "twin-Otter" interest de Havilland of Canada officials at Downsview are in no rush to get into the brochuremanship battle on the aircraft which is still a long way from ready. Intention is to make it a fully versatile aircraft to meet bush operator's requirements for payload, ruggedness and ease of maintenance and army's requirement for a short take-off and landing (800-ft. strip) aircraft.

► Bendix Aviation Corp. has formed an association with Computing Devices of Canada, Ottawa, to open new avionic manufacturing horizons in Canada (see Business Trends).

► Piper Comanche. Piper Aircraft Corp.'s new bid for the low-priced fast four-place single-engine executive, is expected to stimulate executive aircraft sales next year when it comes on the market.

► PSC Applied Research, Toronto, has received a small quantity evaluation order from the Canadian Army for the R-Theta dead-reckoning computer for vehicle use (tanks and trucks). It's claimed to have ideal application for rough country (desert or Arctic use) where getting lost is simple.

► Bristol Aircraft (Western) Ltd. is expected to receive a contract for overhaul and repair of all CF-100's in service in Canada under the RCAF's CAIR (calendar aircraft inspection and repair) program in Canada. The company is nearing the end of its CF-100 Mark III to trainer modification program.

► Comet 4 interest by Capital Airlines has been mounting in past weeks, according to an American Aviation Daily report. This suggests that the airline is considering the purchase of at least 20 for delivery starting in 1958, which would make Capital the first airline to operate jets in North America (following the pioneering of the Viscounts in the U. S.). Capital's reasoning is suitability of Comet 4 to medium stage routes plus the Rolls-Royce Avon engine based on Capital's happy experience with the Dart.

► Orenda Engines' new P.S.13 engine has been christened the Iroquois. It is scheduled for in-flight testing this fall on a modified B-47 and is expected to be flown in the CF-105 toward the end of 1957 or beginning of 1958.