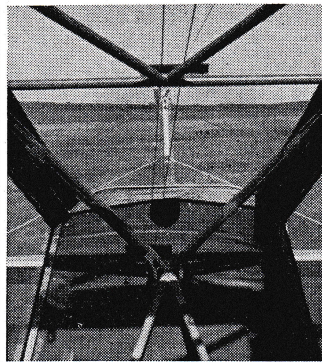


CHAMPION'S new "Sky-Trac" utility aircraft with Continental 90-12F (95-hp) engine at \$5,690 (F.A.F. U.S.) includes new 360° visibility, 68-gallon spray unit plus fittings and jettison type door. Standard Champion Traveller complete with instruments and wheel pants is still \$4,994.50 at Champion Aircraft Sales Ltd., Winnipeg, and Aviupo of Canada Ltd., Montreal.



Aircraft Conversion *RL. 896-1956*

Timmins Aviation of Montreal recently completed conversion of a C-47 into an airline DC-3 configuration featuring high-density seating for 32 passengers and a crew of three. The aircraft was sold to and converted for Pacific Western Airlines. It is the first conversion of this type to be carried out in Canada.

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Orenda Expansion

Plans were announced recently for a \$7,700,000 expansion program at Orenda Engines Ltd. Malton and Nobel, Ont., establishments. The program, as outlined by vice-president and general manager Walter R. McLachlan, includes:

(Malton) Six new development test cells with provision for extension of the number to eight; a high altitude test facility, which will permit engine testing in the rarified cold atmosphere conditions of high altitude; an aerodynamic test facility incorporating a wind tunnel for testing airfoil design for all blades; a combustion facility for testing performance and efficiency of engine and afterburner combustion.

(Nobel) A test facility for developing afterburner mechanical designs; a test cell for investigation of internally cooled turbine blade design under conditions similar to those in the engine; a two-story office building and a single-story storage building, both extensions to the present capacity. In making his announcement McLachlan said the building program would bring testing operations "closer to home," and would be a big step toward making Canada "self-sufficient in this regard."

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TCA Traffic

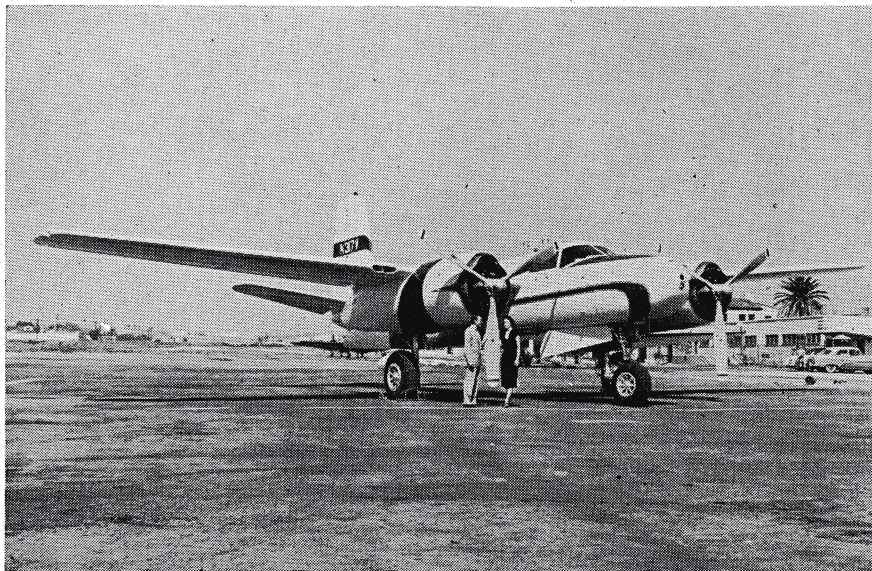
Trans-Canada Air Lines carried a total of 1,682,195 passengers in 1955, a 17% increase over the total for 1954. In addition, freight and express revenues showed a gain of 30% over the total for the previous year.

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Pan American World Airways led the aviation industry in a new financing method in 1955 when it entered into a long-term credit arrangement with 18 life insurance companies for \$60 millions to help the airline pay for the 23 Boeing and 25 Douglas jet airliners. A sign of the times which Canadian insurance, investment and banking houses would do well to investigate.

* * *

Stainless steel demand by military manufacturers is on the upswing. The USAF's director of procurement recently stated that military aircraft may require 35,000 tons of stainless steel yearly by 1960, or about 5% of total U. S. consumption.



EXECUTIVE SPEEDSTER. Fastest of the private-type aircraft now on the market is this converted Douglas A-26 Invader turned out recently by On Mark Engineering Co. of Glendale, Calif., for Humphreys Gold Corp. As converted the craft carries a crew of two and six passengers. Range is 2,000 miles.

People

J. W. Strath has been named general sales manager of Spartan Air Services Ltd. and Canadian Aero Service Ltd. He will direct the companies' domestic and foreign sales programs.

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Fibreglas Canada Ltd. has named **Charles W. Ness** advertising and promotion manager.

* * *

Fleet Manufacturing Ltd. and Doman-Fleet Helicopters Ltd. of Fort Erie have named **Air Vice Marshal Frank Wait, RCAF (Ret.)** as assistant to the vice-president.

* * *

A former RCAF pilot, **Raymond F. Sherck**, has been named representative in Toronto and Southwestern Ontario for Spartan Air Services Ltd. and Canadian Aero Service Ltd.

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The vice-president for sales of Enamel & Heating Products has announced the appointment of **Hugh J. MacDevitt** as the firm's special representative.



LATEST 'COPTER. An all-purpose Kaman HOK-1s gets a workout from the U. S. Marine Corps, which placed the intermeshing rotor craft in service recently. Power plants are 600 hp Pratt & Whitney Wasp engines.

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Last Firefly

The last Fairey Firefly to be built was formally handed over recently at Manchester by Richard Fairey, general manager of the Fairey Aviation Company. It was officially accepted by a representative of the Ministry of Supply. In all 1,702 Fireflies were built. The aircraft saw action in virtually every operational theatre during the Second World War. It has been succeeded in Royal Navy squadrons by the twin-turboprop Fairey Gannet. The Firefly is now being used as a target drone aircraft for guided weapons training. They are being converted for these duties as they are released from front-line squadrons in the Fleet Air Arm.

Eland Order?

Talk is that a military order for Napier Eland turboprop engines is in the offing, with the power plants to be installed in a new version of the Blackburn Beverley transport.

Hughes Jets

Manufacture of a jet transport "superior" to those now being built is planned by Howard Hughes. The first of the ships (25), according to reports, would go to the Hughes-controlled Trans World Airways fleet. TWA already has eight Boeing 707-120 (domestic) jet transports on order. Whether Hughes goes along with construction of the aircraft (by Hughes Tool Co.) depends on the outcome of a request now before the CAA.

Speedier Viscount

A new Vickers Viscount prototype, G-AMAV, reached level flight speeds of approximately 400 mph in recent trials at Wisley, Surrey. According to Vickers officials, future versions of the Rolls-Royce Dart engine will give the Viscount 810, due for service in 1958, a cruising speed of 365 mph, while the Viscount 840 of the following year will cruise at 400 mph. Current production Viscounts cruise at 325 mph. The new 100-seat Vickers Vanguards will cruise at 400 mph and above.

DC-8 Simulators

Link Aviation has received an order from United Airlines for a simulator which will duplicate the flight performance of future DC-8s. United has ordered 30 of the aircraft. Estimated to cost \$800,000 each, the units will be the first jet simulators ever purchased by a U.S. airline, and it marks the first time in history that similar use precedes production and delivery of the aircraft itself.

Flight System

Smiths Flight System has been specified by Canadian Pacific Airlines for the five Bristol Britannias the airline has on order for delivery in 1957.

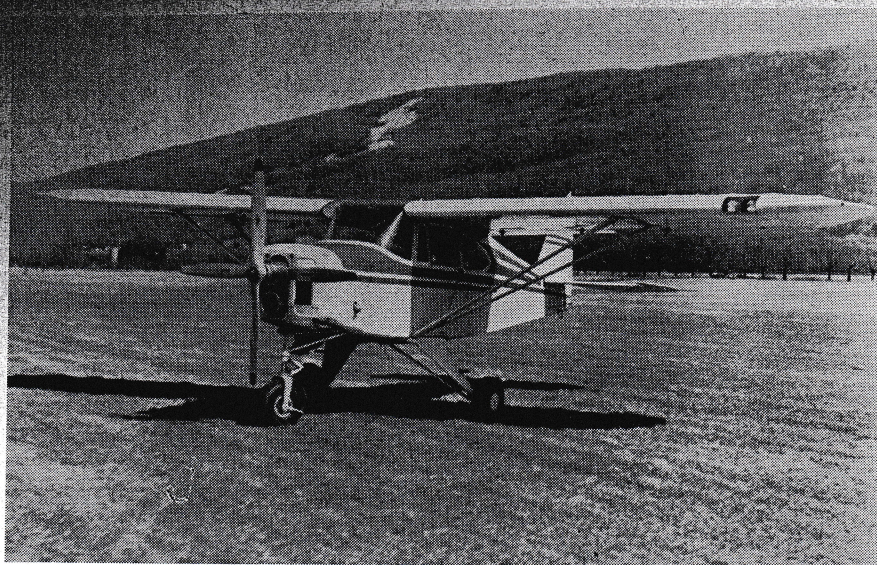
Seagoing TACAN

The U. S. Navy's 60,000-ton aircraft carrier, USS Saratoga, which was commissioned recently carries a complete TACAN system.

Orenda Life

Extensions were announced recently on the "life before overhaul" of the Orenda 11 and 14 engines. The Orenda 11, which powers the CF-100 series, got its service extended by 100%, while the 14, in use on the Sabre 6s, got a 50% extension. Walter R. McLachlan, Orenda vice-president and general manager, attributed the increased efficiency to advances developed and proved by plant engineers and incorporated into production. The Royal Canadian Air Force makes the final decision on engine life—the time before overhaul—based on recommendations of the manufacturer and its own experience and testing programs.

The founder of Atlas Steels Ltd., Roy H. Davis, has been elected the company's first chairman of the board and H. George De Young has been named president of the firm.



DUAL-ENGINE PACER. One of a number of research projects being carried out by Piper Aircraft is the dual-engine and propeller equipped Tri-Pacer. Two Continental 90-hp engines provide the power. There is no thought of offering the aircraft in this configuration. The design is solely for testing purposes.



SUPER WIDGEON with Lycoming GO 480-BIB — 270-hp engines and Hartzell 3-bladed props is one of the 6 bought in France and converted by McKinnon-Hickman Co., Portland, Ore. It's claimed it can do 1750 fpm climb with full gross of 5,500 lbs; take off in 19 secs. at 6,300-ft. altitude and 100° (Lake Tahoe); and a claim of 1,000 mile range at 70% power giving 170 mph. It's completely revamped inside. Sells at \$75,000 by Vancouver Aircraft Sales Ltd.

