

aviation intelligence

Arrow Production

Security continues to preclude any definite announcement concerning production orders for Avro's CF-105 Arrow. However, unconfirmed reports from Ottawa coinciding with announcement of this year's defense estimates (about the same as last year at approximately \$1,700,000,-000) intimated 38 aircraft have been ordered, a confirmation of earlier speculation. Production talk gains strength with the indication that a number of known CF-105 subcontractors are bolstering facilities.

Comets Trans-Atlantic

British Overseas Airways Corporation is contemplating introduction of a Trans-Atlantic jet service with the de Havilland Comet IVs which it will be putting into service later this year. The Corporation plans to step up its training and evaluation program over the North Atlantic with Comet 2Es to comprise familiarization with the New York area. BOAC crews have made a number of flights between Gander, Newfoundland, and London, one of them a four hour and 33 minute west-east run at an average speed of 530 mph. The Comet 2Es are powered by a combination of two new Rolls-Royce Avon RA29 engines and two earlier mark Avons. The former will be the entire power plant for the Mark IV Comets.

Canadair-Convair Arrangements

More than 60 carloads of production tooling for the Convair Liner series of transports have been shipped from Convair Division's San Diego plant to Canadair Ltd. in Montreal. This represents well over half of the estimated \$20 million worth of tooling which Canadair's U. S. sister company is to provide for the Montreal company's production of the new Napier Eland turboprop-powered Canadair 540 transport. Meanwhile, in what is evidently a move to assure early delivery on the RCAF's order for 10 of the new aircraft in the military transport (CL-66) version, Canadair has ordered 10 ship sets and two sets of spares on airframe assemblies from Convair (San Diego).

Another TCA Surplus

Trans-Canada Air Lines chalked up its seventh consecutive surplus in its annual report of 1957 tabled in the House of Commons late last month. Gross revenues of \$104,995,707, an increase of 15 per cent over last year, gave a surplus of \$404,674. The company reported increases in all phases of operations, with over-all passenger traffic up 15.4 per cent over the previous year. A full report will be carried in a later issue of Canadian Aviation.

New Javelin

The all-weather, delta-wing Gloster Javelin will soon be appearing in a new version equipped with de Havilland Firestreak air-to-air guided missiles. Designated the Javelin FAW 8, it will be capable of speeds in the 700-mile-an-hour class using its twin Armstrong Siddeley Sapphires with re-heat.

Viscount Total Climbs

World sales on Vickers-Armstrongs' turbo-prop Viscounts are nearing the 400 mark. Total reached 383 late last month with an order for four from Ansett Airways in Australia. The popular airliner, which Trans-Canada Air Lines initiated into North American service, will mark the 10th anniversary of first flight in mid-July. Trans-Canada announced recently it was inaugurating non-stop service from Toronto to the Maritimes using the Rolls-Royce Dart-powered airliners. TCA will eventually be operating 51 Viscounts when present orders are filled.

Arrester Barriers for RCAF

Seven Royal Canadian Air Force bases used extensively in connection with operations of Air Defense Command's CF-100 squadrons are to be equipped with runway arrester barriers. Installations are to be made by All American Engineering Co. with the first going in at RCAF Station St. Hubert, Que. Other bases to receive the equipment are Bagotville, Que., Chatham, N.B., Comox, B.C., Cold Lake, Alta., North Bay, Ont., and Uplands.

Airport Extensions, Improvements

Current Federal Government estimates show the Department of Transport plans to spend a record of \$168 million on improvement of airport facilities. Major programs are at Toronto and Montreal, each of which are scheduled for face-liftings costing in excess of \$20 million each. The Toronto program has \$12 million for a start on a new terminal building and \$6 million for development of new taxi strips including high speed turnoffs at Malton, plus \$2,750,000 for work to be done at the Toronto Island Airport. Montreal has \$16,500,000 for continuation of work on the new terminal building, and a total of \$4 million to cover a new parallel runway and concrete parking apron. Other centres where major programs are scheduled include Gander (about \$5,500,000); Halifax (about \$8,500,000); Sherbrooke (\$4,000,000); Ottawa (\$5,500,000); Winnipeg (about \$7,500,000); Edmonton (about \$8,000,000); Prince Rupert (\$7,750,000).