

**Don't mark it RUSH**  
**— Mark it LUCAS**

This is the SERVICE-MINDED slogan of Lucas Aircraft Supply Company of Inglewood, California, whose Canadian Representatives, Leavens Bros. Limited, are equally SERVICE-MINDED.

Lucas manufacture a broad line of screw machine products with Frearson, Phillips or slot-ted heads to both AN and NAS standards.

Lucas also stock a great variety of other aircraft products including bolts, nuts, pins, rivets, screws, fittings, washers and Douglas standard parts.

Leavens' association with Lucas expands an already extensive service in aircraft parts and supplies. Leavens service is now backed by stocks in both Toronto and California.

**Don't mark it RUSH**  
**— Mark it LEAVENS!**

**LEAVENS BROS**  
**LIMITED**

Fairbank P.O.

Toronto 10

## Aviation Intelligence

► Soviet air strength on production side is reported growing according to U. S. Defense Department. The gap between us is narrowing, indicating full production of heavy jet bombers (Type 37 comparable to the Boeing B-52), medium jet bombers (Type 39 comparable to the Boeing B-47). These and a turboprop bomber and all-weather jet fighter have been seen.

► RCAF's Comet 1A's will probably be flying again, according to information received from de Havillands. Initial planning is to have two "modification kits" sent out to de Havilland Aircraft of Canada Ltd. from the British plant. It's regarded as a fairly simple job of adding strengthening around the windows and minor modification of the wing.

They may then be flown by the air force within certain altitude or pressurization limits depending upon the outcome of the immersion tank fatigue tests which will be run on one of the early Comets in Britain this year.

► Air Show. Canadians will get their first look at a real civilian plush helicopter when Bell sends its Bell 47-H executive helicopter over June 4.

► Canadian Civil Air Patrol is in the making. A Toronto group of pilots have started the ball rolling to find out who is interested following talks with the RCAF, USAF and U. S. Civil Air Patrol officials. (See news digest). At the same time the Royal Canadian Flying Clubs Association is enlisting Government support on an unofficial basis to start with. It could mean a big rebirth of private flying in Canada and the beginning of a new vital auxiliary air defense force.

► Canadair's Sabre V's with the Orenda engine may be sold on the export market. There are good indications the South African Government may buy. This follows repeated attempts to sell the Canadian-made fighters abroad only to run up against prior U. S. rights and policy (North American is building about 550 for West Germany) or U. S. generosity (U.S.A.F. is reported to be turning over a number of surplus F-86's at low cost to Venezuela).

► Orenda 14, the latest model of the engine, successfully completed some hundreds of hours of flying at St. Huberts recently to establish overhaul times and show minor operational snags. The engine is reported to have come through with flying colors prior to sending over the new Sabre VI's with the Orenda 14 to the RCAF's 1st Air Division in Europe.

► Jet Trainer interest in Canada is still growing. RCAF interest in such an aircraft plus growing free-world demands are understood to have prompted Canadair Ltd. to go ahead on a modest engineering program from their own design proposal for a jet trainer. It will be a side-by-side trainer. Power interest is said to lean towards the Armstrong-Siddeley Viper engine rather than the French designed Turbomeca or Continental J-69 as it is known in North America.

► Avro Aircraft's supersonic CF-105 development is going ahead at full speed at the Malton plant under strict secrecy wraps. First free-flight model tests using Nike rocket power unit have been completed (a telemetry analysis). Most of the RCAF's \$50 millions for research this year is going on this project.