



NEW CHAMPION IN PRODUCTION!

Essentially the Aeronca Champion, with improvements, it is the same rugged dependable airplane, with the Continental C-90 engine.

The Champion is a familiar airplane in Canada as Leavens Bros. sold over 200 of them in the years following the war. The Champ never became an orphan because of the Leavens policy of maintaining a substantial parts stock for Canadian owners.

A favourite plane for training, the Champion is also excellent for personal use. With terrific take-off and climb, the Champion is as much at home in a farmer's field as on an airport. Most of all, the Champion is a plane that pilots fly for sheer enjoyment. Its visibility, comfort and handling qualities are unexcelled. Orders are now being booked for early deliveries.

As Champion Distributors, Leavens Bros. will welcome dealer enquiries from reliable, sales-minded operators.

LEAVENS BROS LIMITED

FAIRBANK P.O.

TORONTO 10

Aviation Intelligence

► **Serious speculation exists that part of Avro Vulcan bomber production for the Royal Air Force may be shifted to Avro Canada because of productive capacity here.** *

► **A. V. Roe Canada's president, Crawford Gordon, Jr., hinted, in a recent speech, a Canadian aircraft company would be undertaking the "design and manufacture of our own nuclear reactor for the atomic powered electric plant which was announced recently."** *

► **C-105 supersonic interceptor being developed by Avro Aircraft may need engines capable of delivering 25,000 lb. of thrust at 150,000 ft.—presumably the thrust sought for in the 20% titanium PS-13 engine being developed by Orenda Engines Ltd.** *

► **Doman LZ-5/H-31 helicopter CAA certification trials are expected to get under way in the U. S. within the next month. Initiation of a major Doman-Fleet, Fort Erie, sales campaign on the helicopter in Canada hinges on the outcome.**

► **De Havilland Aircraft Co. of Canada, Toronto, is understood to be negotiating with the U. S. Navy on an order for DHC-3 Otters.**

► **Flying Tiger Line, a major U. S. charter operator, may participate to a limited extent in DEW-line airlift work because of the shortage of large multi-engine aircraft in Canada.**

► **Air-to-air missile speculation rides high in Canada as the RCAF has under way a series of tests on the Canadian Velvet Glove. Immediate need for missile armament for CF-100's and upcoming C-105 may result in production here of the Hughes F-98 Falcon. This is described in the U. S. as "one of the most important contributions to the defense of North America against air attack since the development of radar. In tests using QB-17 and F-80 jet drones the Falcon demonstrated "every hit is a sure kill."** *

► **Canadair Ltd., Montreal, is looking to a decision soon from the RCAF on the choice of a supersonic fighter replacement for the F-86 Sabres. Originally under consideration was the North American F-100. Attention has since turned to Convair's F-102 and Lockheed's F-104, with the F-104 gaining in favor.**

► **RCAF interest is also growing in favor of a replacement for its North Star transports. Thinking is believed to have narrowed down to the transport version of the CL-28 Britannia MR, designated as the CL-44. A similar aircraft is being built for BOAC by Bristol.**

► **No firm decision has yet been made by the RCAF on its two Comet 1's. They still can be flown pressurized up to about 25,000 ft. without inducing pressurization fatigue—or can be flown unpressurized at economical cruising altitude of 40,000 ft. In view of the decision not to modify the Comet 1's, they may however be turned back to de Havilland.** *

► **Mexican Government may push its hand and cancel TCA's and CPA's traffic rights in Mexico City if the Canadian Government refuses to allow Guest Aerovias to operate Mexico City-Chicago-Windsor, as it is seeking. (The Canadian-Mexican bilateral air agreement covers the application, but it's understood the Canadian Government does not wish a Canadian city served by a foreign carrier on a non-competitive basis).**