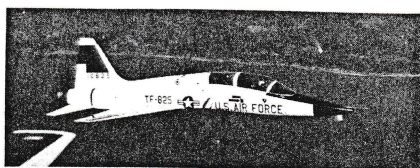


An airline status board (above) designed for "jet age" schedule updating at air terminals and featuring electroluminescent readouts was announced recently by Sylvania Electric Products Inc. The Sylvania status board is designed to work with airline data processing and teletype equipment to reflect rapidly all changes in departures and arrivals of air traffic. An operator at a central control panel may switch instantly revised scheduling information into a computer for immediate display on status boards at various airline terminals. The system also is capable of automatically converting teletype messages into displayed status information.

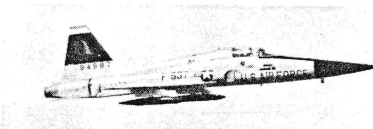
Gulton Industries Canada Ltd., subsidiary of Gulton Industries Inc., an international electronics engineering and manufacturing firm, is expanding its Canadian operations so as to produce and sell a much broader range of Gulton products in Canada. Donald R. Best, P. Eng., formerly Canadian marketing manager for the company, has been appointed general manager of the expanded operation now known as Gulton Industries (Canada) Ltd. The former subsidiary, Titania Electric Corporation of Canada, Ltd., Gananoque, Ontario, will continue as a division of the new Canadian company. Manufacturing will be diversified to include such products as ceramic capacitors, recording instruments, battery power sources, ceramic transducers, hydrophones and ultrasonic devices. Present research and development facilities are being augmented.

A. L. Michaud, secretary and manager of West Coast Air Services Ltd., Vancouver was recently honoured by the Cessna Aircraft Co. for his outstanding sales accomplishments in 1962. With the "Peerless" awards went an engraved plaque, which included a 16-by-20 inch portrait in oil of Mr. Michaud. Congratulations!

INDUSTRY NEWS



The Dominion Rubber Company, in Kitchener, Ont. has received an additional \$529,000 order for fuel cells for the Northrop F-5 jet fighter, shown above, and the T-38 Talon jet trainer below. The new contract, awarded by the Northrop Corporation in California, increases Dominion Rubber's participation in the Northrop aircraft programs to more than \$1,300,000. The F-5 is being produced by Northrop for the U.S.



Mutual Security Program and is expected to be one of the United States' biggest military aircraft production programs. The T-38 Talon trainers are in production for the U.S. Air Force Training Command. It has a speed of 850 mph.

Hawker Siddeley Canada Ltd., in an attempt to boost compressor and rotor assembly outputs, solve metal fatigue problems, and reduce overall production costs, is currently investigating the use of Fibreglas reinforced plastics for critical jet engine applications. Experimental work on FRP gas turbine components began about six years ago, when the Orenda Engines Division developed reinforced plastic compressor rotor blades for Orenda engines used with metal blades to power the RCAF's Sabre and CF-100 jet fighters. The next step, after successful trials, were FRP blades for a more advanced military turbojet engine. Current work involves the development of a reinforced plastic compressor for a 600 hp gas turbine for commercial and military applications.

United Aircraft of Canada have reached agreement in principle, and are now negotiating a contract with the Canadian Government for assistance to work with the Hiller

Aircraft Company to install its PT6 turbine engine in the Hiller L4 Helicopter and to obtain FAA Certification of the combination. Canadian Pratt & Whitney's 500 horsepower PT6 (U.S. military designation: T74) has accumulated flight experience in various fixed wing and rotary wing aircraft, one being the six-place Hiller Ten 99 helicopter, for which Hiller is now seeking a world market.

An increased-thrust version of the Conway R. Co. 12 by-pass jet is to be produced by Rolls-Royce. Alitalia is the first airline to order the engine, which will power two Douglas DC-8 jet airliners recently ordered by this operator. The engine offers thrust ratings up to 600 lb. greater than those of the R. Co. 12s now in service, coupled with a 2% reduction in specific fuel consumption under all operating conditions. These advantages are gained without any reduction in the outstanding reliability of the Conway or any increase in engine weight. This is the second up-rating on the Conway R. Co. 12 which entered service at the 17,500 lb. rating in April 1960 and has already become the most reliable jet engine flying on world air routes. Its time between overhauls has increased faster than for any other engine and now stands at 4,800 hours; with an intermediate check. Unscheduled removals average less than one every 20,000 engine hours.

Raytheon Canada Ltd., Waterloo, Ont. has received a \$3 million contract to design and build a secondary surveillance radar system to DOT specifications. The late-January announcement stated that these radars will be installed at 17 Canadian airports for use in air traffic control, late in 1964 and during 1965 at Vancouver, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Kenora, Lakehead, London, North Bay, Toronto, Ottawa, Montreal, Quebec, Moncton, Halifax and in the department's air services school at Carp, Ont. Surveillance radar will serve mainly to supplement the airport and airways surveillance (or primary) radar now in use at the same airports, Carp excepting. Test equipment and installation costs will total an additional \$500,000. The announcement also stated that precision approach radar will also be installed shortly at Vancouver, Calgary, Edmonton, Winnipeg, Halifax and Carp.