

# Aviation News Digest

March

Canadian Aviation

1955

**Aro Equipment of Canada Ltd.**, manufacturer of auto lubricating equipment, industrial pneumatic tools and aircraft equipment, has moved into its new suburban Toronto plant. This is a 26,000 sq. ft. plant at Rexdale, six miles east of Malton airport.

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**Railway & Power Engineering Corp.**, Montreal, has brought in a new addition to its line of Parker tube working tools. Named the "IN-EX" because it can be used for both internal and external burring. The tool will handle copper, brass, aluminum alloy or annealed steel tubing in sizes from 3/16 through 1½ inches outside diameter.

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**Ottawa's Uplands Airport** is being prepared as an alternate to Dorval. Construction start of the new \$3 million terminal building is scheduled. The new terminal buildings will be erected between the 8,600-ft. long and 7,600-ft. long runways.

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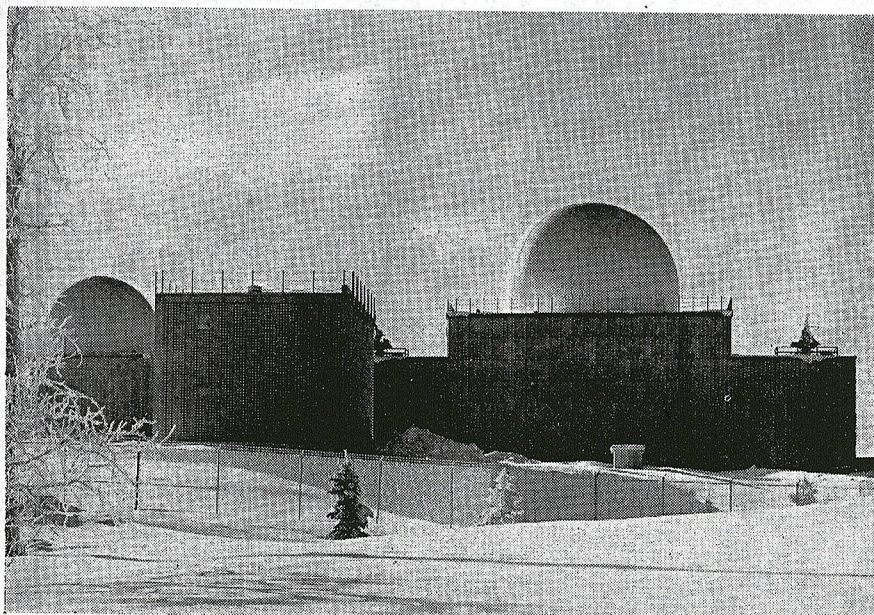
**RCN** is reported to be studying a "navalized" version of the Folland Gnat. If the aircraft goes into production for the RAF it is highly probable that a number of foreign countries (India) would order it. It may be ordered into production for the RAF despite the fact it now stands little chance of being ordered by NATO.

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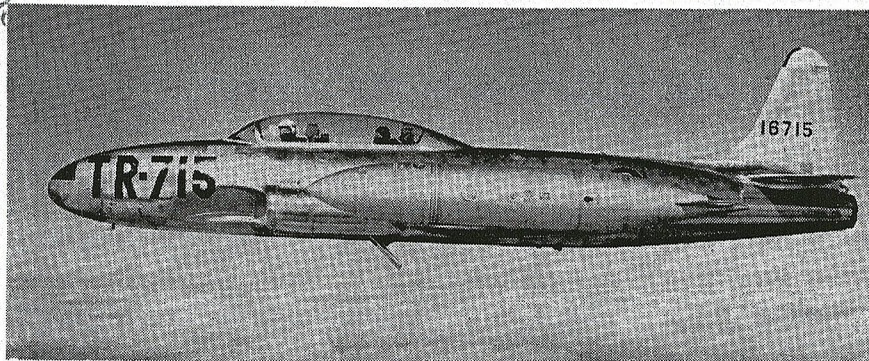
★ **Canada's** air defense estimates have been cut by \$120 millions as a result of a cutback in the rate of production of the CF-100 Mark IV's. The reason for the cutback stems from present RCAF shortages of ground and air crews. The over-all air defense picture remains unchanged, however, with the promise of increased spending on North American air defense (radar chains and aircraft) in the years to come.

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**German aviation** associations which are now active include: German Research establishment for Aviation, Brunswick; German Test Establishment for Aviation, Essen-Mulheim; Aerodynamic Research Establishment, Munich; German Helicopter Study Group, Stuttgart.



Typical radar station of the Pinetree chain. Huge plastic radomes scan the skies in Canada's third line of aerial warning stations.



T-33 jet trainers are now being used by Canada's reserve squadrons. This aircraft has been assigned to the City of Toronto Squadron (No. 400) first squadron formed, first to go overseas, and first to reorganize in peacetime.

**De Havilland Aircraft of Canada** is now flight-testing an amphibian gear for the Beaver. Standard Edo floats are used with recesses in the bottom aft of the steps. The main wheels retract into the recesses, while the nose wheels swivel up above the bows of the floats and lie back at about 45 deg. It's reported that the water take-off is not much different from the normal seaplane.

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**Imperial Oil Ltd.**, Toronto, has taken delivery of a Convair 240. This one once belonged to Maj.-Gen. Claire L. Channault's Civil Air Transport.

**British American Oil Co.**, Toronto, is expecting delivery soon of a twin-engine, eight-passenger Learstar, a rebuilt, high-performance descendant of the Lockheed Lodestar airliner and wartime Lockheed Ventura bomber.

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**Aeroquip Corp.**, Jackson, Mich., has purchased all Prencos Progress & Engineering Corp., Toronto, assets relating to flexible hose lines and self-sealing couplings. Aeroquip has created a subsidiary, Prencos Aeroquip Ltd., to handle production of these products in Canada. Prencos is a former Aeroquip licensee.