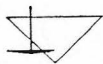


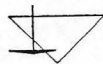
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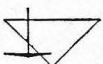
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aviation intelligence

► De Havilland's Comet 3 visit to Canada was the major December aviation event. Canadian Pacific still holds option on four Comet IV's (production version of 3) but it's not thought likely to pick up its option. DH people see major market for Comet 4 on medium stage (2,000 mile) inter-city routes all over the world (e.g. Montreal-Winnipeg-Vancouver; New York-Chicago-San Francisco). It's not in same competitive field as the long-range Boeing 707 and DC-8. But it's here, proven and ready for 1958-59 delivery with BOAC signed for 20 and Quantas possibly ordering 4.

► A. V. Roe Canada's Avro Aircraft and Orenda Engines may loom large in supersonic jet transports a jump in the future beyond the Boeing 707 and DC-8. Sir Roy Dobson, chairman, stated recently in Toronto: "I say that we have just put the (Avro) Jetliner to bed now, but we shall probably have a go at another one and it won't be anything like the one we have just done, the one we have just put to bed.

"It will be a truly supersonic job that will go across the Atlantic at let us say 1,500 mph and do the Atlantic and back in 12½ hours with real regularity. That's the sort of thing that is within our grasp.

"... it's right on your own doorstep. It calls for different sorts of engines though still gas turbines. It calls for different sorts of ways of building airplanes—completely different shapes of airplanes—but it's going to be there."

According to a London report this may be a civil version of a supersonic photo-reconnaissance/bomber which has been ordered into the design stage by the U.K. Ministry of Supply as a long-range project.

► Decca Navigator navaid is moving ahead very quickly towards full-scale consideration in official government and military circles. (See story this issue).

► Department of Transport is understood to be negotiating for purchase of four Piper Apache small twin executive aircraft.

► Mid-Canada Line helicopter 5-year re-supply plan of the RCAF is understood to be nearing completion. Looks like the RCAF has decided on 20 Sikorsky helicopters—6 S-58's and 14 S-55's which will be leased to commercial carriers, probably Spartan and Okanagan to operate.

► Navy decision on its long-range helicopter plans is expected soon—both on an interim order for up to 30 S-58 utility-transport-antisubmarine helicopters and the long range program for 100 specifically designed antisubmarine helicopters.

► De Havilland's DHC-4 "twin Otter" is progressing fairly quickly as a result of engineering work accomplished during the strike period. No date has been set for firming of mockup for production.

► TCA is reported to be giving fairly serious consideration to purchase of a long-range jet-transport. TCA top executives have flown in the Boeing 707 and are also giving serious consideration to a version of the DC-8 fitted with Rolls-Royce Conway jet engines if R.R. and Douglas are able to negotiate a deal.

► Canadian Pacific Airlines is reported to have eight DC-6B's on order, four for delivery early in 1956 and four for delivery in 1957 for use on international services including the Toronto-Mexico run. On some routes the DC-6B's will supplement the Britannias, on other routes they will allow increased frequency in services.