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aviation intelligence

NATO air forces should be receiving Canadian built and powered CF-100 Mark Vs before the end of the year. RCAF plans for re-equipping four of its 12 First Air Division squadrons with the all-weather interceptors have been definite for some time. The lack of any suitable long-range, radar-equipped, two-man fighter in Europe apparently dictates supplying other NATO forces—including Belgium and possibly West Germany—with CF-100s.

Canadair test pilots have begun flights on the first of the F-86 Mark VI Sabres which the company is turning out for the South African Air Force.

Meanwhile it was learned that for the present at least the South African Government has abandoned plans to have the aircraft ferried to the Union. The Sabres to be delivered this year will go by boat. The delivery schedule is expected to stretch from this month through to about midsummer, with the last of the two squadrons of aircraft now on order leaving Canada in June and arriving at its destination in July.

There is, however, some talk of ferrying aircraft to South Africa in 1957. This, of course, leads to speculation on a further order for Canadair Sabres.

Four brother officers recently joined the SAAF's plant representative at Canadair to pick up some first-hand knowledge on their new fighters before going on to the RCAF's Chatham, N.B., base for Sabre training. Ten SAAF ground-crew personnel are to receive training at the Canadair plant over the next few months.

Three-nation Turboprop project which had the industry buzzing internationally late in '55 has given way to talk of an all-out effort by British manufacturers to come up with the ultimate. Only survivor of the Bristol-Canadair-Convair team is Bristol.

Word is that the British government may be prepared to invest more than \$50,000,000 in the project, with an equal amount coming from a combine of UK manufacturers. Bristol is being billed as the key firm.

The aircraft in question would apparently be along the lines the turboprop transport described as the goal in the original three-nation plan (Canadian Aviation's December issue).

Avro Aircraft's CF-105 "might well be the last piloted war plane to be produced in this country," according to Dr. O. M. Solandt, former chairman of the Canadian Defence Research Board. The noted scientist sees the defense against the inter-continental ballistic missile as a surface-to-air weapon rather than an air-to-air projectile. Canadian effort would more than likely be directed toward adapting a British or U. S. unit to this country's defense requirement.

Bristol has set up the nucleus of a helicopter unit at its Winnipeg factory, Bristol Aircraft (Western) Ltd. The move is in anticipation of possible orders for Bristol helicopters in Canada (plum would be supplying the needs of the Royal Canadian Navy).

As well as servicing and maintenance of Bristol 'copters in this country, the Winnipeg plant would carry out any modifications necessary to fit the aircraft for service under Canadian conditions.

A chain of Decca ground radar stations in the Canadian north is seen as a distinct possibility as a result of a Department of Transport questionnaire received by all Class A operators. It asked what navigation aids the carriers would like to see in the north. Choice is said to have narrowed to Consol and Decca, with Decca getting most support.