

ACHTUNG! First five (above) of 225 Sabre 6's being built by Canadair for Germany, were recently accepted by the Luftwaffe and shipped overseas. At left, Lt. Bruno Bieger (centre), Luftwaffe rep. at Canadair who officially accepted the new fighters, chats with H. G. Sager (L), Canadair's asst. mgr. of contract administration, and (R), H. J. Everard, Canadair's manager of military aircraft sales. First German Sabre bears Canadair production No. 1591.

announcement. The plant is also to provide complete overhaul facilities for aircraft electrical systems.

Primarily, the new Sea Island facility will be used by CPA to meet servicing requirements for the fuel and electrical systems of the airline's six Britannias, the first of which is to be delivered in September.

The Vancouver plant will be under the supervision of George Reddy, service manager.

Noorduyn Expands

Noorduyn Norseman Aircraft Co. Ltd., has commenced construction of two hangars on property adjoining that of Canadair Ltd., at Cartierville Airport at Montreal. The combination hangars, stores and office buildings will cover an area approximately 40,000 square feet, and will provide the additional space needed for the firm's Norseman manufacturing, sales, maintenance and overhaul operations.

Superior Floats

Superior Airways Ltd., Fort William, Ont., has acquired exclusive Canadian manufacturing rights for Pee-Kay floats. A first run of 10 sets of model 1500 floats is progressing favorably at Superior's Fort William shops.

The agreement for Canadian rights was signed recently with Thomas Kellner, of International Falls, Minn., founder of Pee-Kay Aircraft Products, which last year began production of floats after four years of engineering,

test and development. The Pee-Kay 1500 floats can be fitted to almost all two-place aircraft. Each float is designed for easy fitting to either side of the aircraft.

Ferranti Transactor

Ferranti Electric Ltd., Toronto, has announced that its newly-developed Transactor electronic reservation system for airlines will be in use with TCA by 1958.

The Transactor is scheduled to be demonstrated in Toronto around the end of July, and will utilize the University of Toronto's Ferranti Ferret electronic computer.

When installed, the ultra-modern reservations system will be linked to a central control board by direct telephone line. The electronic control

panel will likely be situated in Montreal. In operation, a clerk at any ticket sales office in Canada can obtain reservations information on any TCA flight simply by using pencil marks on an envelope-sized card. The Transactor statically reads the pencil marks and automatically transmits the query and the answer to and from the central board. Time for the entire operation is one second.

Ferranti engineers state that the Transactor can turn out a complete record of everything that has gone through the system during any given time interval. Since half of the airline's difficulties lie in determining what is needed, accurate records made available by the Ferranti system are invaluable.

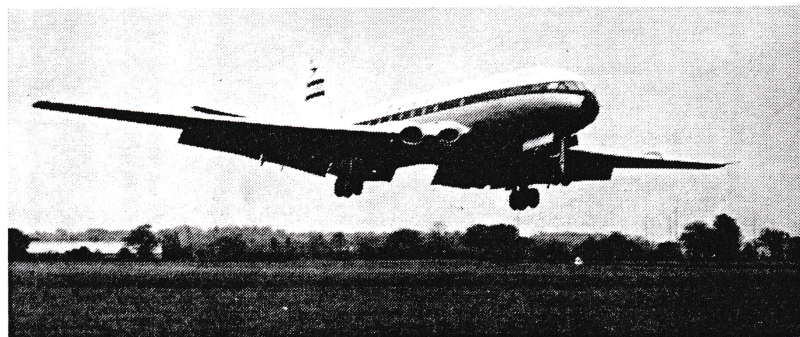
New Test Stand

Monahan Supply Corp. Ltd., Canadian distributors for Airseco, Inc., are offering the aircraft industry a new portable test stand which checks fuel flow, meter calibrations and engine fuel components under conditions approximating actual flight conditions.

Engineering Plan

An experiment in education is being implemented by Orenda Engines Ltd., in conjunction with Waterloo College, Waterloo, Ont., and about twenty other Ontario industries with the hiring of engineering students under a co-operative B.Sc. degree-granting course.

Similar to plans in operation in the United States, this co-operative plan is finding strong support from industry in order to graduate more engineers. The plan also helps students to apply in industry, and to see applied, the



PREPARING FOR THE FOUR: Shown completing first flight is the Comet 2E, two of which are to be delivered to BOAC soon. The 2E is a modified aircraft, adapted to take two of more powerful RA-29 Avons in outboard positions. It will enable BOAC to gain early experience on engines which will power the Comet 4. Enlarged outboard air intakes dictated by more powerful engines, are apparent in photo.

principles learned through lectures.

The co-operative plan works as follows: a full-time job in an industrial concern or governmental agency is shared by two students, one of whom works while his alternate attends college. At the end of a certain period of time, the two change places. Thus the job is kept continuously filled and each student spends half his time in college.

MEL Sales Appointment

MEL Sales of Arnprior, Ontario, has been appointed Canadian representatives for The Reflectone Corp., Stamford, Conn., manufacturers of precision components, simulators and training devices.

New Branch Plant

The Wallace Barnes Co. Ltd., Hamilton, Ont., Canadian subsidiary of Associated Spring Corp., Bristol, Conn., plans to build a new branch plant in Montreal. The new site is in the Pointe Claire industrial district some 13 miles southwest of the city.

Manufacturing operations are scheduled to begin late this fall with initial employment expected to rise from about a dozen to approximately 30 people by the first of the year. All of these employees will be drawn from the Montreal area with the exception of a small nucleus who will come from the main plant in Hamilton. The Wallace Barnes Co., is a major supplier of precision mechanical springs to the Canadian Aircraft Industry.

Conway Details

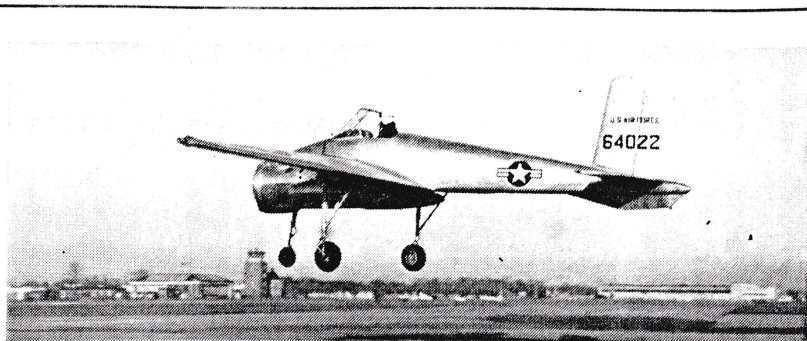
Rolls-Royce recently released additional details of the civil version of the Conway bypass turbojet. This version, which has been designated the R.Co.10, has a take-off thrust of 16,500 lb., a figure that Rolls-Royce says is the highest figure so far announced for any turbojet engine specified for civil airline operation.

The R.Co.10 Conway is the engine which is to power TCA's six Douglas DC-8 jet transports.

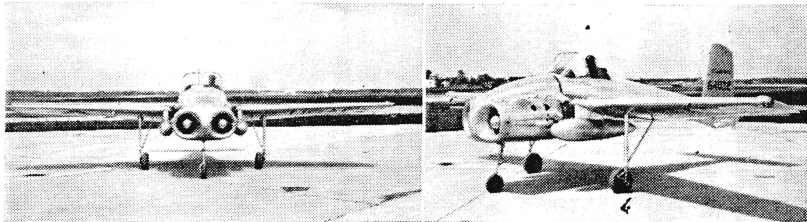
Dimensions are 132.45 in. in length and 42 in. in diameter.

Contracts Awarded

Contractors awarded business in excess of \$10,000 by the Department of Defence Production during the period April 16 to May 15, 1957 include the following. The list does not include orders placed by the Department outside Canada, nor with other agencies, and increases in orders placed earlier—nor do orders classified as secret appear here.



JETBORNE: Newest jet powered VTOL is USAF's Bell X-14, shown above in flight. Powered by two Armstrong Siddeley Viper turbojets, X-14 utilizes "thrust diverters" to take off in horizontal position, and then to redirect jet efflux for forward horizontal flight. Directional control during vertical flight, or when forward speed is low, is provided by compressed air nozzles at wing tips and tail.



(Names appearing in bold face are current *Aircraft* advertisers.)

Aircraft Appliances & Equipment Ltd., Toronto, \$11,354, for aero engine spares.

Aircraft Appliances & Equipment Ltd., Toronto, \$21,582 for aircraft test equipment.

Aviation Electric Ltd., Montreal, \$140,000 for repair and overhaul of aeronautical instruments and electrical equipment during year ending March 31/58.

Aviation Electric Ltd., Montreal, \$20,448 for aircraft instrument test equipment.

Aviation Electric Ltd., Montreal, \$304,714 for aircraft instruments.

Aviation Electric Pacific Ltd., Vancouver, \$10,000 for repair and overhaul of aeronautical instruments and electrical equipment during year ending March 31/58.

Aviquote of Canada Ltd., Montreal, \$10,000 for aircraft spares and accessories during year ending March 31/58.

Avro Aircraft Ltd., Toronto, \$575,000 for technical publications during year ending March 31/58.

Bayly Engineering Ltd., Ajax, Ont., \$10,000 for repair, overhaul and modification of

radar and radio communications test equipment.

Bogue Electric of Canada Ltd., Ottawa, \$28,624 for motor generator sets.

Bogue Electric of Canada Ltd., Ottawa, \$49,464 for ground electrical power units.

Carrier & MacFetters Ltd., Scarborough, Ont., \$24,891 for aircraft instruments.

Collins Radio Co. of Canada Ltd., Toronto, \$14,640 for electronic test equipment.

De Havilland Aircraft of Canada Ltd., Toronto, \$68,000 for airframe spares and special tools during two years ending March 31/59.

De Havilland Aircraft of Canada Ltd., Toronto, \$12,300 for aircraft spares.

De Havilland Aircraft of Canada Ltd., Toronto, \$30,000 for aircraft spares and accessories during two years ending March 31/59.

De Havilland Aircraft of Canada Ltd., Toronto, \$25,000 for aircraft modification kits during two years ending March 31/59.

De Havilland Aircraft of Canada Ltd., Toronto, \$45,000 for airframe spares during two years ending March 31/59.

Dunlop Canada Ltd., Toronto, \$26,901 for aircraft spares.

Pioneer Parachute Co. of Canada Ltd., Smiths Falls, Ont., \$10,000 for inspection and modification of parachutes and components during year ending March 31/58.

P.S.C. Applied Research Ltd., Toronto, \$334,937 for aircraft navigational equipment.

Rolls-Royce of Canada Ltd., Montreal, \$50,000 for aero engine, power plant spares and tools during year ending March 31/58.

Spartan Air Services Ltd., Ottawa, \$20,920 for charter of helicopters.

Sperry Gyroscope Co. of Canada Ltd., Montreal, \$38,745 for aircraft instruments.

Sperry Gyroscope Ottawa Ltd., Ottawa, \$20,000 for repair and overhaul of aeronautical instruments and electrical equipment during year ending March 31/58.

Standard Aero Engine Ltd., Winnipeg, \$10,000 for aero engine spares and tools during year ending March 31/58.

Standard Aero Engine Ltd., Winnipeg, \$15,000 for repair, reconditioning, inspection and storage of aero engines, components and accessories during year ending March 31/58.

COMING EVENTS

September 2-8—1957 Flying Display & Exhibition, SBAC, Farnborough, England.

September 3-14—XI General Assembly, International Union of Geodesy & Geophysics, Toronto.

September 6-7—Canadian International Air Show, Exhibition Park, Toronto.

September 9-13—IATA Annual General Meeting, Madrid, Spain.

Sept. 30-Oct. 4—Canadian National Materials Handling Show, Show Mart, Montreal.

October 2-4—Annual Meeting and Forum, National Business Aircraft Assoc., Cosmopolitan Hotel, Denver, Colorado.

October 16-18—Inst. of Radio Engineers, Convention and Exposition, Automotive Bldg., Exhibition Park, Toronto.

October 21-22—Joint Meeting IAS-CAI Sheraton Mt. Royal Hotel, Montreal.