

The Industry



Napier Eland powered Canadair 540, currently on a sales and demonstration tour of the U.S., is shown on a flight from White Plains, N.Y.

More U.S. Army Caribou?

A U.S. report says that the U.S. Army plans to purchase seven DHC-4 Caribou transports from de Havilland Canada in the 1960 fiscal year. This is apparently additional to the five already ordered and currently under construction or in the flight testing stage. The seven aircraft would be used for operational and organizational tests, the report says.

Canadair 540 On Tour

The first of three world sales tours of the Canadair-Convaire 540 transport began late last month, when one of the new turboprop airliners left Canadair's base at Cartierville, Montreal, for a 17,000 mile tour of the U.S. and western Canada.

The 540 will be demonstrated to airline operators, owners of executive aircraft and military authorities. The second 540 will leave late this month for a 25,000 mile tour of South America and a third is to leave in May for a tour of Europe. Allegheny Airlines has already announced that it will test fly the 540 over its routes as part of an evaluation program.

The first 540 will visit 19 North American cities in the next two months, covering some 12,600 miles in point-to-point flights. Itinerary includes stops at Utica, New York, Washington, Atlanta, Houston, Dallas, Fort Worth, Las Vegas, St. Louis, Chicago, Detroit, Minneapolis, Winnipeg, Edmonton, Calgary, Vancouver, Seattle, San Francisco and Los Angeles.

At the Las Vegas World Congress of Flight, Canadair had a static exhibit

showing aircraft now in production at Montreal. Flight demonstrations of the 540 were also given.

Urge Production Sharing

U.S. Defense Secretary Neil McElroy has disclosed that the U.S. Defense Department has told American military services to encourage their equipment makers to share some defence orders with Canadian industry. Speaking recently before the House of Representatives' defense appropriations subcommittee, McElroy explained that an understanding between the two governments already has been carried out to a limited extent in the case of Bomarc missiles, and the extension of a communications network between DEW Line sites and defence bases in Canada and the U.S.

McElroy testified that in recent months Canada has decided to acquire several complete weapons systems from the U.S., and that he considered the Canadian request to place some of these production orders for these systems with Canadian industry "very modest".

Canadian Marconi Deficit

The Canadian Marconi Co. has reported a net deficit for \$386,844 for the 1958 year's operations. One year ago, a \$1,479,547 deficit was reported.

In the financial report for 1958, it was revealed that working capital at year's end totalled \$4,147,479 compared with \$3,832,298 at the end of 1957. The company reported that \$578,950 in development expenditures deferred from 1957 were absorbed in 1958.

The report showed that an operating profit of \$512,000 had been realized for

the year's activities, but depreciation, salaries, fees and legal expenses totalled \$899,000 which brought about a net loss. Reason advanced for the deficit was that changing Government defence requirements resulted in cancellation of several major defence contracts.

Caribou Lost

The third Caribou built by The de Havilland Aircraft of Canada Ltd., and intended for the U.S. Army, crashed last month near the village of Udora, between Uxbridge and Lake Simcoe. The aircraft was on a routine test flight, being flown by chief production test pilot George Neal. On board as a passenger was Walter Gatzos, of the Department of Transport. Both men parachuted safely.

Though an official verdict as to the cause of the mishap has not been handed down as yet, a spokesman is reported as saying that elevator flutter during a high speed run became so violent as to cause structural failure. It is thought that one of the mass balance weights had parted company with the tail assembly prior to the actual emergency.

The aircraft was the first of five being built as evaluation models for the U.S. Army, and was scheduled for delivery in May. It is believed that de Havilland will still be able to meet this deadline with the next aircraft on the production line.

First Crumbs

Burroughs Corp., Detroit, has sub-contracted more than \$300,000 in power supplies for its SAGE data processing equipment to Bogue Electric of Canada Ltd., Ottawa. The power equipment is part of the AN/FST-2 data processing equipment which Burroughs builds for the USAF in its northern hemisphere air defence network.

Cabinets to house the Bogue units will be shipped to Ottawa. The components will be installed and shipped back to Burroughs Military electronics computer division at Detroit, where the machines will be completed. Border-crossing regulations are being relaxed to permit two-way duty-free passage of the equipment.

The contract is in line with the U.S.-Canadian policy of joint participation, Burroughs says. A prime contractor in the SAGE program, Bur-

roughs holds USAF contracts in excess of \$147 million for electronic data processing systems.

Automatic Landing Contract

Bell Aircraft Corp. has announced receipt of a USAF contract to develop an advanced version of the company's unique Automatic Landing System. The new system will utilize the basic ground equipment already developed by Bell under an original contract from the U.S. Navy and a subsequent Air Force order. The Navy version, known as the Automatic Carrier Landing System, has successfully landed Navy jet fighters over 100 times aboard an aircraft carrier during evaluation trials.

The new version will differ from the original equipment in the methods used to track an approaching aircraft and to relay commands during automatic landing. The original system uses a combination of radar and radio. After locking-on, an electronic computer takes over and sends the necessary course corrections to the aircraft's automatic pilot. The system makes use of a metal corner reflector, attached to the aircraft, for a target to pin-point

the radar and strengthen return signals.

The new version's radar will track a signal emitted from the aircraft. It also will have the added capability of sending information on the radar beam instead of a separate radio link between ground equipment and aircraft. The system will be capable of landing 120 aircraft per hour.

Avro Unemployed

Five weeks after the sudden cancellation of the Arrow program, only 500 new jobs had been found for the displaced workers from Avro and Orenda. This figure does not, of course, include the 2500 who were hired back. It leaves some 10,000 men job-hunting with the assistance of the National Employment Service, and many non-profit employment agencies which have sprung up as a result of the crash.

There are several factors tending to retard the placement of ex-Avroites. These are: many industries are having their own lack-of-work problems; many employers hesitate to hire Avro/Orenda workers since they feel the huge industrial complex will be re-activated in the near future and these

workers will return; many employers drop an age barrier of between 25 and 30 years of age; and finally, some employers feel that aircraft production skills cannot be utilized in other fields.

EMI Gets Radar Order

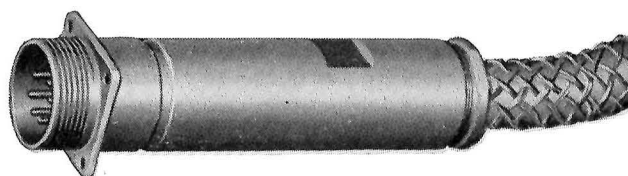
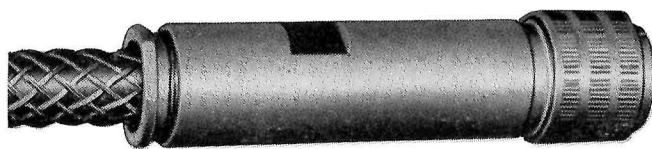
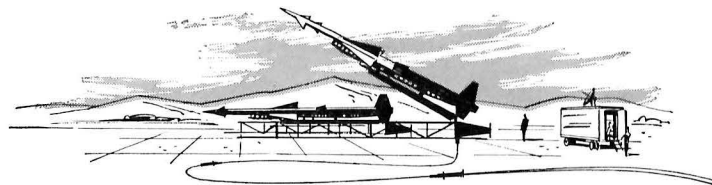
Orders worth more than \$1,000,000 have been placed with EMI Electronics Ltd. of Britain for an advanced type of airborne radar equipment for use in RCAF anti-submarine planes.

The radar equipment is the latest aid to submarine detection and will be installed in the RCAF's long-range Argus aircraft based at Greenwood, N.S. The equipment has been specially adapted to meet RCAF needs. It is lighter and more compact and has a higher performance than other equipment of similar type.

General Dynamics Sales

General Dynamics Corp. consolidated sales for 1958 were \$1,511,456,261 and net earnings totalled \$36,729,113.

The Corporation's estimated backlog at the end of 1958 was \$2,095,000,000. Contracts under negotiation at December 31, 1958 were estimated at an



Why it pays you to specify

Bendix QWL Electrical Connectors for use with Multi-conductor Cable

For use with multi-conductor cable on missile launching, ground radar, and other equipment, the Bendix* QWL Electrical Connector meets the highest standards of design and performance.

A heavy-duty waterproof power and control connector, the QWL Series provides outstanding features: • The strength of machined bar stock aluminum with shock resistance and pressurization of resilient inserts. • The fast mating and disconnecting of a modified double stub thread. • The resistance to loosening under vibration provided by special tapered cross-section thread design. (Easily hand cleaned when contaminated with mud or sand.) • The outstanding resistance to corrosion and abrasion of an aluminum surface with the case hardening effect of Alumilite 225 anodic finish. • The firm anchoring of cable and effective waterproofing provided by the cable-compressing gland used within the cable accessory. • The watertight connector assembly assured by neoprene sealing gaskets. • The addi-

tional cable locking produced by a cable accessory designed to accommodate a Kellems stainless steel wire strain relief grip. • Prevention of inadvertent loosening insured by a left-hand accessory thread. • The high current capacity and low voltage drop of high-grade copper alloy contacts. Contact sizes 16 and 12 are closed entry design.

These are a few of the reasons it will pay you to specify the Bendix QWL electrical connector for the job that requires exceptional performance over long periods of time. *TRADEMARK

Export Sales and Service: Bendix International Division, 205 E. 42nd St., New York 17, N. Y.
Canadian Affiliate: Aviation Electric Ltd., 200 Laurentien Blvd., Montreal 9, Quebec.

Scintilla Division

Sidney, New York



5754