

## Arrow's Future

The development and production program of the Avro Arrow was recently brought up in House of Commons debate. Minister of National Defence G. R. Pearkes explained, in answer to queries, the government's position and intentions. Said Mr. Pearkes:

"Some years ago research work was started to develop a supersonic interceptor capable of combating manned bombers which might be expected to exist about five years' time from now. Development work has proceeded on a year to year basis. Last fall the government authorized a further year's development of that aircraft known as the CF-105.

"The future of it will depend entirely on the nature of the threat. The matter is constantly under examination, and as long as the threat exists, development and production of the CF-105 will proceed."

## Change of Name

Manufacturing and commercial activities of Philips companies in Canada, and their auxiliary services, are to be incorporated in one firm—Philips Electronics Industries Ltd., formerly Canadian Radio Manufacturing Corp. Ltd. The change in name became effective January 1.

Philips Industries Ltd., Rogers Electronic Tubes & Components Division,

and the Industrial & Medical Equipment Division, will be the company's three marketing divisions.

At the same time, it was announced that D. C. F. van Eendenberg has been appointed as president of Philips Electronics Industries Ltd. Mr. van Eendenberg joined Philips in England in 1935 and came to Canada last year after managing Philips operations in the Phillipines.

## CL-44 Aux. Power

The Engine Division of Blackburn & General Aircraft Ltd. is to supply the auxiliary power units for the CL-44 transport aircraft being built by Canadair. The Artouste 510 gas turbine engine will provide compressed air for pneumatic starting of the main turbo-prop engines, and for air conditioning the cabin when the aircraft is on the ground. It will also drive a 20 KVA generator.

The Artouste 510 has a single-stage, single-sided, centrifugal compressor and an annular combustion chamber, these features being common in all Blackburn-Turbomeca gas turbines. There is a two-stage, axial flow turbine and the direct drive is taken off via helical spur reduction gears. The engine develops 80 shp and supplies compressed air at the rate of 125 lb/min., at a pressure ratio of 3.7:1. The relation of horse power and air bleed is of course variable, and can be controlled to suit any particular set

of circumstances.

The provisioning of the initial fleet of CL-44 transport aircraft has provided Blackburn with a further foothold for its gas turbine in Canada. This order follows the supply of Palouste engines for ground starter trolleys for the Orenda Iroquois engine.

## Fleet Sale Vetoed

Stockholders of Fleet Manufacturing Ltd., Fort Erie, Ont., have defeated a proposal to sell the company's assets to the de Havilland Aircraft of Canada Ltd. The actual vote was 238,949 for the sale and 225,675 against it. The necessary two-thirds majority was not attained and the proposal failed.

Early in January it had been disclosed that de Havilland Canada had offered \$800,000 for the property and fixed assets of Fleet Manufacturing Ltd. Under the deal, Fleet was to be allowed a year to utilize its present facilities to complete production contracts now in progress.

## CGE Tube Facility

The establishment in Canada of a facility for the manufacture of specialized receiving tubes for industrial and military applications has been announced by the Tube Section of Canadian General Electric Co. Ltd. The full facility, which is planned to be in operation by the fall of 1958, will increase Canada's ability to produce its own defence requirements and at the same time make available an economical source of tubes for the industrial market.

Meanwhile the company will begin in early 1958 the manufacture in Canada of low-current rectifier cells from both germanium and silicon crystals. The small size and high efficiency of these cells, together with their freedom from aging effects, has satisfied many critical applications in both the industrial and military markets.

## Transport Talks

A meeting between U.K. and U.S. government civil aviation officials, to enable the participants to obtain a better understanding of each other's regulations and practices in respect to transport category aircraft performance and to assess the possibilities in reducing the difference between the U.K. and the U.S. performance re-

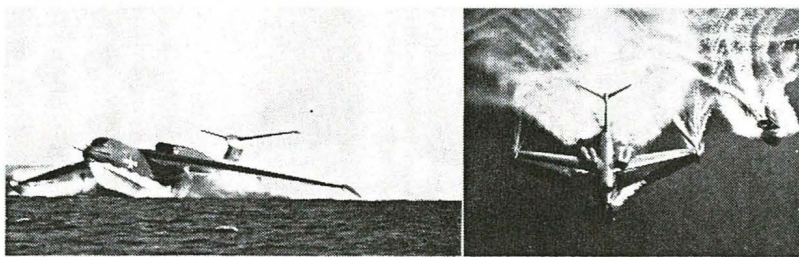


**BELGIAN CF-100's:** Belgian Air Force crews line up in front of their new equipment at Beauvechain Airfield in Belgium. These pilots and navigators are members of the first squadron in the BAF to re-equip with the Canadian designed and built jet interceptor. Aircrew personnel were trained in Canada under the NATO agreement.





**P6M MARTIN SEAMASTER:** With an operational cruise altitude of 40,000 feet, the US Navy's SeaMaster is capable of high speeds at low levels to perform its mine-laying or photo-reconnaissance work. The P6M is shown below during taxi trials on Chesapeake Bay. Note canted engine nacelles to prevent afterbody heating.



quirements, was held recently in Washington, D.C.

It was pointed out at the meeting that operation of aircraft built in one country by operators of the other would be greatly facilitated if the regulations, particularly those of an operational nature, were unified. In addition, manufacturers hoping to sell in both the U.K. and the U.S. would avoid the need for additional costly flight testing if the performance codes were sufficiently similar to enable each country to validate the other's certificates without requiring special conditions.

It is anticipated that, following early domestic consultations within the U.K. and U.S., a program for mutual collaboration will evolve. It is expected that this program will include a further meeting similar to the one just held.

## CL-28 Flight Trainer

Canadian Aviation Electronics Ltd. has received a contract for the design, development and manufacture of an operational flight trainer for the CL-28 Argus maritime reconnaissance patrol craft. The trainer will familiarize Argus crews while on the ground with the operation and characteristics of the engines and aircraft in flight.

At the same time, CAE will also make a design study for a Tactical Procedure Trainer for the training of

crews in the use of the CL-28's complicated radar and weapons system.

The RCAF are also using electronic flight training methods for transport crews; CAE have just started production of 12 general purpose aircraft trainers following a recent order by the Air Force.

## Klixon Distributor

Leavens Bros. Ltd., Toronto, has been named as an authorized distributor of Klixon Circuit Breakers, it has been announced by the Spencer Thermostat Div. of Metals & Controls Corp., Attleboro, Mass. Leavens Bros.' territory includes all of Canada east of Saskatchewan.

For testing and experimental work, manufacturers and government agencies will continue to be served by the Spencer field engineer located in Toronto: L. B. Jones, 77 Humbercrest Blvd. Distributors however, will handle routine requirements for all circuit breaker customers.

## Piper Service

As the first step in a plan to set up a nation-wide service organization for Piper aircraft, Trans Aircraft Ltd., at Hamilton's Mount Hope Airport, has been approved as a "factory-certified" service centre. The approval came following an inspection of the firm's facilities, operated by a companion com-

pany, Hamilton Aircraft Services.

"We are the first in Canada to receive the certification," said Glenn White, president & general manager of Trans Aircraft. "Within the next few months, five or six of our dealers should receive similar inspection and approval."

Trans Aircraft is Canadian distributor for Piper, and as such is the key outlet in Canada for the American firm.

## Contracts Awarded

Contracts awarded business in excess of \$10,000 by the Department of Defence Production during the period Dec. 16, 1957-Jan. 15, 1958, include the following. The list does not include orders placed by the Department outside Canada, or with other agencies, or increases in orders placed earlier—nor do orders classified as secret appear here.

(Names appearing in bold face are current aircraft advertisers.)

**Aircraft Appliances & Equipment Ltd.**, Toronto, \$31,296 for aircraft spares.

**Canadair Ltd.**, Montreal, \$658,145 for air-frame spares.

**Canadian Pratt & Whitney Aircraft Co. Ltd.**, Longueuil, Que., \$612,636 for helicopters.

**Canadian Pratt & Whitney Aircraft Co. Ltd.**, Longueuil, Que., \$38,156 for helicopter modification kits.

**Canadian Pratt & Whitney Aircraft Co. Ltd.**, Longueuil, Que., \$43,177 for aircraft spares.

**Crothers Mfg. Ltd.**, Toronto, \$13,312 for modification of diesel electric generating sets.

**Goodyear Tire & Rubber Co. of Canada Ltd.**, Toronto, \$20,465 for aircraft spares.

**Imperial Oil Ltd.**, Ottawa, \$30,300 for aviation gasoline during year ending March 31/59.

**Pioneer Parachute Co. of Canada Ltd.**, Smiths Falls, Ont., \$34,090 for modification of packboards.

**Railway & Power Engineering Corp. Ltd.**, Montreal, \$21,653 for aircraft spares.

**Aircraft Welding & Sheet Metals Co. Ltd.**, Ville St. Michel, Que., \$16,025 for modification of aero engine containers.

**Aircraft Welding & Sheet Metals Co. Ltd.**, Ville St. Michel, Que., \$22,875 for aero engine containers.

**Avro Aircraft Ltd.**, Toronto, \$169,49 for technical publications.

**Avro Aircraft Ltd.**, Toronto, \$25,198 for technical services.

**Canadair Ltd.**, Montreal, \$102,400 for aircraft spares.

**Canadian Aviation Electronics Ltd.**, \$2,048,435 for flight and instrument twin reciprocating engine trainers.

**Computing Devices of Canada Ltd.**, Ottawa, \$247,183 for technical publications.

**Imperial Oil Ltd.**, Ottawa, \$330,950 for aviation gasoline during the period ending March 31/59.

**Orenda Engines Ltd.**, Toronto, \$23,125 for technical services.

**Shell Oil Co. of Canada Ltd.**, Toronto, \$42,213 for aviation gasoline during the period ending March 31/58.

**Shell Oil Co. of Canada Ltd.**, Toronto, \$21,758 for aviation gasoline during the year ended March 31/59.

**Sperry Gyroscope Co. of Canada Ltd.**, Montreal, \$24,455 for modification of gyro compass system.