

THE INDUSTRY

New CDC Agreements

Computing Devices recently announced completion of agreements with two American firms. CDC is now handling Clary digital computing equipment in Canada, as well as Clary print-punch equipment for office and industrial automation, and the Clary business control system for retailers.

The other representation agreement is with microdyne of Chicago. Microdyne manufactures a precision vacuum tube voltmeter inverter for use in making accurate dc voltage measurements with an ac VTVM. Use of the microdyne inverter makes it possible to have the accuracy and convenience of ac VTVM measurements on dc circuits.

The Clary ECM is an inexpensive electronic computing machine which

non-technical personnel can operate. Especially adapted to engineering problems, it is designed to accept both programmed and non-programmed problems which pertain to business, science, and engineering.

CMC Doppler for PAA

Pan American World Airways has ordered Canadian manufactured Doppler Sensors for installation in its Boeing 707/121's. Designed, developed and produced in Canada by Canadian Marconi Co., as a result of original work done by an engineering team led by Keith Glegg of Canadian Marconi, the Doppler unit is an advanced electronic aid to navigation.

During the recent operational and technical evaluation by Pan Am, the reliability of the system was in the order of 98% of total flight time with

an accuracy better than that possible by the most industrious and skillful human navigator. On one flight of 2,210 miles, the total error was in the region of 7 to 8 miles. On another occasion, after 1,600 miles by actual observation, the system had erred by approximately one mile.

Equally remarkable has been the record of reliability. Apart from the usual teething problems, the equipment competes with less complicated machinery for the record of uninterrupted flight operation. Reliability is, of course, of major importance in a device which could well become the prime navigation aid.

With the advent of jetliners flying near the tropopause where helpful or hindering jet streams abound, the Doppler aid may become a necessity. It is the only device available so far that can tell a pilot instantaneously of the presence of a jet stream, and this information may well be vital to the conduct of that particular flight.

.....Open House at NW Industries.....

Northwest Industries' Open House, 1958, was held on a brilliant Saturday afternoon in late September. In the past six years, Northwest has held "Open House" for Edmontonians on four occasions, and this year's version was the most popular to date.

By 1:00 p.m., the first of 10,000 visitors to the plant had begun to arrive. There was a lot for them to see. Inside the plant buildings dozens of T-33's in various stages of assembly were on display. A C-119 commanded its share of attention. Spares and components were laid out, with pictures and drawings to explain the function of each. A Firebee drone, a sailplane assembled by a local group of enthusiasts, agricultural sprayers, helicopters—all formed part of the scene.

Out on the tarmac the spectators were treated to a view of two of Canada's largest aircraft. At one

end of the line stood the "Empress of Edmonton", a CPA Bristol Britannia. At the other end stood an RCAF Argus. In between these two were a Lancaster, a Packets, Cessnas, a DC-3 and a DC-6B and a C-46. Each, with the exception of the Argus, was open to inspection.

The line-up to view the Britannia, on this its second call at Edmonton, was nearly a block in length, and when the aircraft moved off the ramp at 5 o'clock to meet other commitments, many had to be disappointed.

Visible in the picture of the Open House scene below are, from the right foreground to the rear: Sabre, Norseman, Lancaster, Packet, C-46, DC-6B and Britannia. At left, immediately in front of the building bearing the "Industries Ltd." sign, are two spray aircraft, a Stearman and an Avenger.



1,000,000 Orenda Hours

Last month the Orenda engine passed the one million hour mark in total flying time since it went into operational service early in 1953. Of this time, 60% has been chalked up in CF-100 type aircraft, and 40% in Sabre aircraft.

At the outset, time between major overhauls was 50 hours, common to all new military engines on their introduction into service. Today this engine life has been increased to 400 hours.

Six series of Orenda engines, the 2, 8, 9, 10, 11 and 14, have been manufactured as powerplants for the Canadair Sabre and the Avro CF-100. Some 3,794 Orendas have been produced for service, and today they are the first-line jet engine of five different air forces on four different continents.

Re-organization at Field

Field Aviation Company Ltd. has re-organized its company structure and announced the formation of the Agency & Distribution Division headed by Gordon Duguid, previously general sales manager for Field. The new division is located at 857 Bank Street, Ottawa, with modern executive offices, warehousing and shipping facilities. The division is responsible for all purchasing, stores, warehousing and sales throughout the company, including its