

aviation intelligence

Slick first to reorder the CL-44

Best endorsement possible of the operating efficiency of the Canadair CL-44 freighter was placing of a further order for two aircraft by Slick Airways Inc. This will double its fleet. Carrier uses the freighters on its MATS run between San Francisco and Manila and has achieved 90% regularity. Order brought total military and commercial sales of the CL-44 to 31 aircraft, with sale of a further two expected daily at press time.

Turbine aircraft operating costs filed by U. S. carriers recently gave the CL-44 the lowest ton-mile costs listed, at 9.65 cents total direct expense. Next lowest was the turbofan Boeing 707, at 10.11 cents, and then the Douglas DC-8, at 11.45 cents.

Behind the scenes at DHC

Though very little has been released on the GE T64 turboprop testbed version of the de Havilland Caribou, the results of tests so far have apparently been promising. The STOL capabilities, which were expected to suffer in the conversion to turboprop power, have actually been improved. Another project given little publicity, is the DHC-8, described as a 17-seat STOL transport design study which could be powered by four small piston engines or two medium-sized turboprops.

Fairey producing C-46 spares

Fairey Aviation Co. of Canada Ltd., has set up in production of spares for Curtiss C-46 Commando aircraft at its Patricia Bay, Vancouver Island plant. About a dozen of these aircraft are registered in Canada, but there are many more in the States. Fairey took over the license to produce the spares from North American Aviation, and anticipates a very worthwhile volume of overhaul and repair work to result. Company has already done overhauls for C-46 operators in Alaska and hopes to pull them in from as far afield as Japan, where there are commercial C-46 operators.

Pan American orders Boeing freighters

Formerly eyed by Canadair Ltd. as a prospect for the CL-44 swing-tail freighter, Pan American World Airways has ordered two all-cargo Boeing 707-321C's, at a cost of \$13 million. The aircraft are convertible to passenger carrying. They will be powered by Pratt & Whitney JT3D-3 turbofan engines each developing 18,000 lb of thrust.

Support for P.1127 project

U. S. support announced for the Hawker P.1127 VTOL strike aircraft and its Bristol Siddeley Pegasus lift/thrust engine endorses the lead the British have achieved with this type of aircraft. This was observed first hand by Canadian Aviation at the time of Farnborough, 1961. The 1127 narrowly missed putting in an appearance at the show but was making transition flights behind the scenes.

Orenda to build CL-41 engines

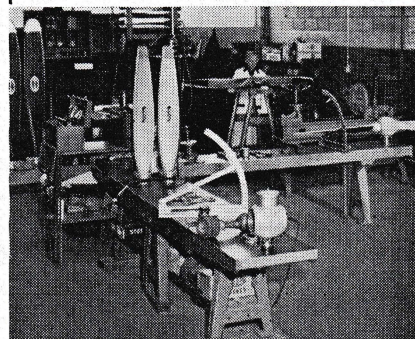
Selection of the General Electric J85-CJ610 engine for the Canadair CL-41 jet trainer ordered for the RCAF, and the award of a production contract to Orenda, ended speculation last month. Decision was a blow to Pratt and Whitney, whose Canadian-designed JT-12 engine powered the prototype, and it will mean some weeks' delay in the program. With both GE and P&W offering full Canadian content or equivalent for their respective engines, the election-eve decision probably owes a good deal to political consideration. The Orenda Division of Hawker Siddeley (Canada) Ltd., will build 240 engines under license from GE, for about \$60 million, continuing the association founded on the J-79 for the CF-104. Subcontracting arrangements are in hand with delivery of the first engine scheduled for mid-1963. The contract will enable Orenda to maintain its present level of activity beyond the J-79 program but will provide no boost in employment.

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