

# aviation intelligence

## CL-44-Voodoo Swap

Press time reports on the possible sale of Canadair CL-44 transports (four Rolls-Royce Tyne's) to the USAF's Military Air Transport Service indicated the deal was still a possibility—"a very strong possibility" according to one spokesman. It is now clear that any MATS purchase of CL-44s would be tied to re-equipment of the RCAF's Air Defence Command squadrons with an up-to-date interceptor to replace present Avro CF-100s. The McDonnell F-101 Voodoo is the leading contender in this latter regard. Estimates on the number of CL-44s which would be involved vary from a minimum of 20 to a maximum of 50 aircraft. The Canadair turbo-prop would evidently be looked upon by MATS as an interim vehicle pending U. S. industry development and production to the precise MATS cargo specification. Final word on negotiations in connection with the swap was that parties on both sides have reached agreement in principle (such an arrangement should be made), are now working out a formula acceptable to all.

## Bristol-Okanagan Progress

Terms of the proposal under which Bristol Aeroplane Co. of Canada Ltd. would acquire control of Okanagan Helicopters Ltd. of Vancouver have reportedly met with the approval of present Okanagan voting stock holders. Conclusion of the deal, in which the Canadian Bristol investment would just top \$4,000,000, now awaits only the blessing of the Air Transport Board and the Department of Transport. Meanwhile, the rumored plans for Bristol acquisition of the interests of Autair Helicopter Services Ltd. of Montreal have altered. Autair President Doug Connor, who had been named earlier to a post with Bristol controlled Spartan Air Services Ltd. of Ottawa, has now returned to Autair.

## Marconi Doppler Evaluation

The Canadian Marconi developed doppler radar airborne navigation system is being evaluated by the United States Air Force. Installed aboard a Lockheed C-130, the equipment is being tested out in flights to all parts of the globe. The system, which operates independent of ground aids, has much to recommend it to a military transport operation which in emergency would presumably have to be carried out with minimum assistance from conventional ground stations. Acceptance by the USAF, coupled with present orders from leading air carriers, would give Canadian Marconi a substantial backlog for the equipment.

## Orenda Order

Latest Department of Defence Production contracts list shows a \$5,000,000 item to Orenda Engines Ltd. for aircraft engine spares. The items are more specifically identified as spares required for the continued support of Orenda-powered aircraft now in service with the RCAF (Avro CF-100s of Air Defence Command and Canadair Sabres with the Air Division in Europe). Meanwhile, Orenda is reported pressing hard to turn out its first production General Electric J-79 (power plant for the CF-104, replacement aircraft for the Air Division) by the end of the year.

## Malton Development

Master plan for expansion and development of Toronto's International Airport at Malton has brought a flurry of construction activity on the north side of the airfield where Field Aviation Co. Ltd. and Technical Enterprises Ltd. are showing rapid progress on new hangarage for the airport's business and executive fleet and related supporting companies. Both companies are anticipating occupancy in September. Meanwhile, tenants on the south side of the field have been informed by Department of Transport that Sept. 30 is the deadline for a move. A new taxiway will cut across the present access road. Toronto Flying Club has already moved out of its club and is operating entirely from facilities in their hangar.

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