

aviation intelligence

TCA will get the Douglas DC-9

End of a period of wild speculation came with Prime Minister Pearson's announcement that Trans-Canada Airlines' choice of the Douglas DC-9 short-haul jet had been endorsed by the Cabinet. The initial order will be for six aircraft. TCA President G. R. MacGregor was reported last month as saying that the requirement over the next ten years will be 30 aircraft. However it appears likely that the total TCA requirement will reach 50 DC-9s, and the Canadian order is almost certain to stimulate other sales. This is good news for de Havilland of Canada, which is building the wings and aft fuselages at the Malton plant, giving the company about a 20% stake in total DC-9 production.

Missiles died with frigates

Cancellation of the Royal Canadian Navy's frigate program means at least a postponement of the navy's adoption of ship-borne missiles. About \$100,000,000 was to have been spent on surface-to-air missiles and associated equipment for the vessels. One of the factors in deciding against the frigates was that they would not have been large enough to carry the RCN's new Sikorsky HSS-2 antisubmarine warfare (ASW) helicopters. Thus, they would not have been as effective from an ASW viewpoint as the present RCN anti-submarine escorts, which are capable of boarding and operating the HSS-2.

Missile launcher for Hawker Siddeley

Hawker Siddeley Canada Ltd., Toronto, has a \$1,500,000 contract for development of a lightweight launcher for the U. S. Army's new Lance ballistic missile system. Funding is being provided by the Canadian Department of Defence Production. Lance is a joint U. S./Canadian program aimed at fielding a weapon to provide greater fire support to army divisions. It will be the first U. S. Army missile system to use a pre-packaged storable liquid propellant, and will be transportable by helicopter.

DOT undecided on medium twin

The Department of Transport is keeping manufacturers in Britain and the U. S. on their toes in its search for a medium twin for systems check-out and general utility duties. Prospects include the Avro 748, Handley Page Herald and Fairchild F-27. Promoters of the Avro 748 have marshaled an impressive after-sales support program backed by Rolls-Royce of Canada, Normair Canada, Dowty Equipment of Canada, S. Smith & Sons Canada, and Lucas Rotax, with de Havilland of Canada as overall co-ordinator. The 748 is scheduled to make a demonstration visit to Canada early in 1964.

New Toronto terminal progress

Department of Transport officials moved into the new control tower of Toronto International Airport early last month, but a considerable amount of finishing and fitting-out of the terminal building has still to be done. First flights out of the terminal are scheduled for January 12, 1964, with official opening ceremonies to follow about a month later.

Four more concords for U. S.

Orders for the Anglo/French Concord supersonic transport were boosted to 17 with the announcement that Trans World Airlines had contracted for four aircraft. TWA was the fourth U. S. carrier to go for the Concord; others are: PanAm (6), American (4), and Continental (3). Unofficial reports from the U. K. say BOAC and Air France have reserved six each.

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