

aviation news digest

F-100's to Belgium?

Possibility of sale of Avro Aircraft's CF-100 Mark 5's to Belgium is growing stronger. The Belgian Air Force is believed to have approved the purchase of a small quantity in principle but sale of the aircraft has been contingent on the inclusion of the Hughes fire control equipment. According to unofficial sources, release of this equipment to other NATO countries by the U. S. Defense Department has not yet been cleared.

Meanwhile Avro Aircraft has been ordered to stretch out already slowed down deliveries of CF-100's to the RCAF (now less than 5 per month). This is expected to result in the layoff of up to 500 of the present 8,400 employees although it will not affect the total number of CF-100's on order.

Currently Avro is producing the rocket-firing CF-100 Mark V and is developing a Mark VI which will have increased thrust Orenda engines and is to be armed with guided missiles (still about 18 months away). It's expected that in the fall Avro will start a major CF-100 modification program of Mark IV's into the high altitude Mark V's. Development of the supersonic CF-105 successor is continuing and is now at the active tooling stage.

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German Sabres

The federal government has announced a gift of 75 Sabre V's to West Germany under Canada's mutual aid program to NATO partners. The \$35,700,000 gift will include full spares and one spare engine for each aircraft. The aircraft will come from the RCAF's 1st Air Division which is being re-equipped with Sabre VI's. Canada has given \$1,200,000,000 worth of arms to NATO partners in the last six years including 400 Sabre jets to Britain and another 200 to Greece and Turkey.

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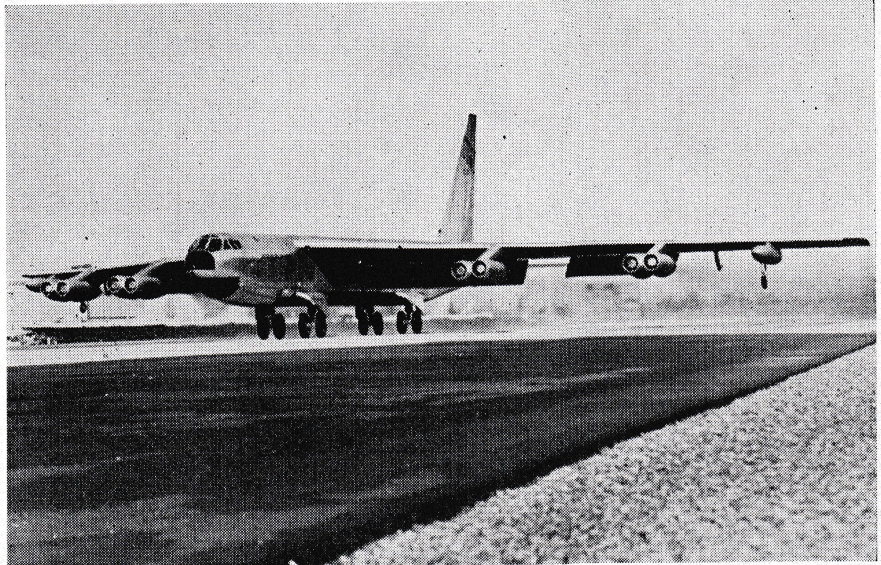
Smiths Autopilot

Series 700 Viscounts fitted with Smiths SEP2 automatic pilot are now officially cleared for fully automatic approaches to within 200 ft. over the runway in calm or turbulent conditions — the lowest to be achieved and approved by any Civil authority in the world (the U. K.'s ARB). (In Canada TCA Viscounts have not yet been fitted with any autopilot.)

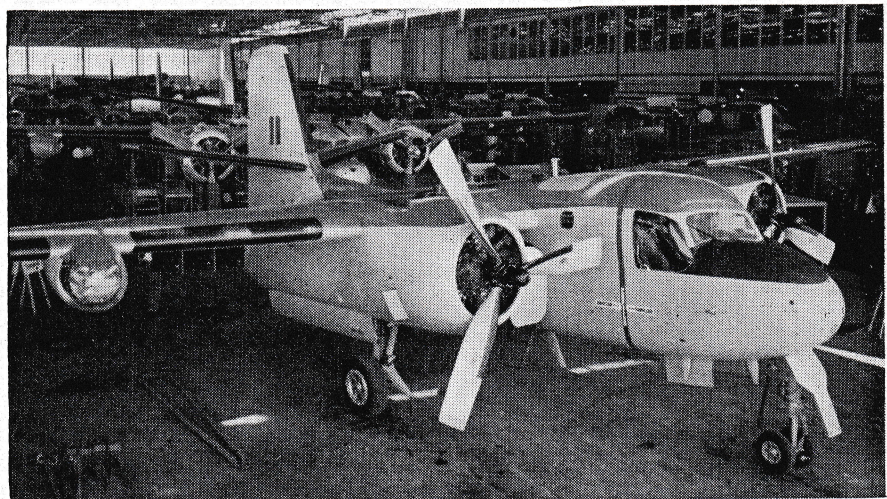
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Allison 501

The 12 Lockheed Electra turboprop airliners ordered by KLM will be powered by four Allison 501 engines (commercial version of T56). This marks the first foreign airline to order a U. S. turboprop. The KLM order is in addition to U. S. airline orders for 116 Electras powered by the Allison's which will be the first U. S. turboprop engine to go into commercial service. It is rated at 3,015 eshp (military 3,750 eshp). Allison is a division of General Motors.



FIRST B-52 lands at Loring AFB, Maine, for the 42nd Bombardment Wing (SAC) which is the first 8th Air Force wing to receive the B-52s. Because of the proximity of Loring AFB to Canada, the B-52s will now become a familiar sight to residents of Eastern Canada. The 42nd previously flew B-36s.



PRODUCTION LINE. The latest in Canadian carrier-based anti-submarine aircraft roll out in force at de Havilland's Downsview plant. (See story P. 30).

CPA Operations

Canadian Pacific Airlines showed record peaks in all phases of operations during 1955. The rundown: Total miles flown, 11,646,543; revenue passengers, 276,201; revenue passenger miles, 195,730,647; goods carried, 23,901,550 lb.; revenue goods ton-miles, 7,285,302; air-mail, 3,098,128 pounds; airmail ton-miles, 1,010,712.

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DC-8 Simulator

Douglas Aircraft Co. and Sperry Gyroscope Co. have announced contracts for the first of eight electronic flight control systems for Douglas' DC-8 jetliners. The Sperry system, the SP-30, will provide "hands off" precision control over a wide range of speeds and altitudes.

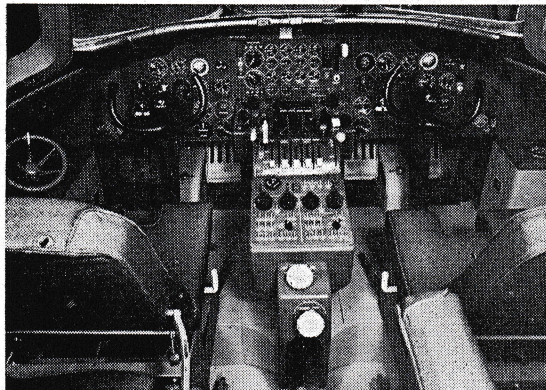
Orenda in U. S.

A sectioned full-scale working model of the Orenda 14 is being shown at the Air Force Association panorama in New Orleans this month — the only Canadian-designed and developed turbojet in the show. Also attracting great interest in the U. S. is the new 60% titanium 20,000-lb.-thrust Iroquois engine developed by Orenda Engines Ltd. This will be test flown this fall.

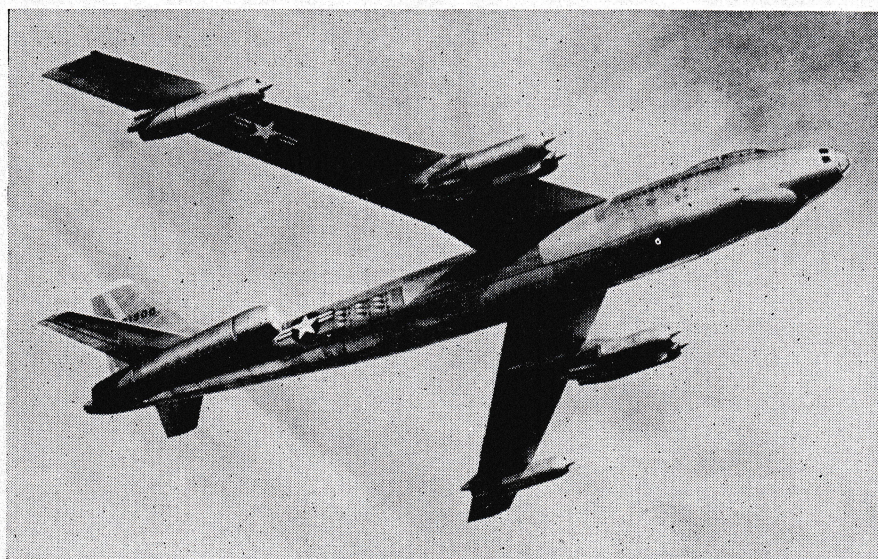
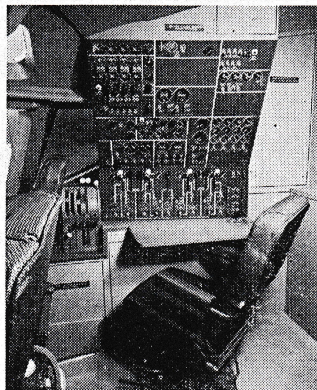
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Beech

For the first eight months of the current fiscal year Beech Aircraft Corp. recorded a 26% increase in sales over the same period in 1955. Commercial product sales were \$17,740,781 compared with \$13,982,940 in 1955. Total military and commercial backlog at May 31 stood at \$83 million.



DC-8 COCKPIT. The pilot and co-pilot stations, left, and the flight engineer's post, right, are shown in these mock-ups of the front office of Douglas Aircraft's DC-8 jet transport. The functional layout, according to the manufacturer, is the result of extensive research.



UNIQUE INSTALLATION. Above is an artist's conception of the flying test bed which is taking shape at Canadair Ltd. in Montreal for flight trials of Orenda's new PS-13 Iroquois turbojet engine. The USAF B-47, on loan to the RCAF, is having the engine carrying pylon fitted to the starboard rear to keep the test engine completely free of wing turbulence and jet blast from the aircraft's other engines.

Iroquois

Orenda Engines Ltd's new twin-spool Iroquois turbojet has now been cleared for flight testing early this fall with the completion of the 50-hour static endurance test which was carried out recently according to USAF and RCAF specifications.

According to the official report, stripped inspection of the engine following completion of the test showed its condition to be "excellent."

Completion of the 50-hour test, the final hurdle before flight testing represents the culmination of two-and-a-half years work by Orenda engineers. The test itself is run at lower than the claimed maximum thrust power of 18,000 to 20,000 lb. static thrust.

Kelvin Meter

BOAC has ordered Kelvin Hughes drift meters designed for high-altitude pressurized aircraft for all its Britannias. These have also been ordered by Canadian Pacific Airlines for its Britannias and DC-6B's.

Capital Comets

Capital Airlines, as predicted in July Canadian Aviation, has ordered the de Havilland Comet IV—some 14 of them for delivery starting in 1959. The \$42-million deal will probably pave the way for world sales of the Comet IV which so far has been sold only to BOAC—a world airline hesitation following the Comet I disasters. Now, however, former Comet customers and prospective customers—CPA, PAA, Air France, Air India—may take another look. Still to be won over is the U.S. Civil Aeronautics Administration which has yet to certify the plane for North American operation. But it can be assumed that Capital has fairly definite assurance that this will be forthcoming.

Bensen Representatives

Frank Ogden of Toronto has been appointed Canadian distributor for products of the Bensen Aircraft Corp., designers and manufacturers of the Gyro-Glider and the Hydro-Glider. Igor Bensen, president of the American firm, also announced recently the development

of a motor attachment making the 'copter gliders self-propelled.

Decca

A new Decca navigator chain has been established in Europe, this time in northern Scotland. Prime purpose is for the fishing fleets operating in the coastal waters around Scotland and the Hebrides. The chain will also give air coverage beyond the Faroes to the North, Scandinavia to the East and well into the Atlantic to the west.

More Met

A new education program to develop meteorological officers has been instituted by the D.O.T. in co-operation with the Civil Service Commission and Carleton College. Previously only maths and physics graduates have been eligible for careers in meteorology, now other university graduates interested in this work may be selected for an intensive summer course of maths and physics at Carleton, receive a monthly salary of \$300 then become met officers at an advanced salary and receive further on-the-job training. Some 10 students have been selected for this year's course. Next year more universities will be brought into the scheme.

Wright Turbo

The Wright Aeronautical Division of the Curtiss-Wright Corp. has announced the certification of the turbo compound EA-1 and EA-3 with 3,400-hp take-off and 2,800-hp METO under type certificate No. 287.

Short Lines

A BOAC order for Conway-powered U.S. jets is likely to be announced soon. Between the two, best bet is the DC-8 with Conways similar to those ordered by TCA.

Ab initio jet trainer phase I contract has been awarded North American Aviation by the USN. It will be a tandem-seat trainer designed to work off a carrier. North American won the contract (development) over Lockheed, Temco, Fairchild, Stroukoff and Thieblot. It is designated T2J.

The SBAC has pointed out in a discussion of British industry economics that about half of the Hawker Siddeley Group's profits comes from Canadian member companies.

De Havilland Aircraft Co. has formally applied to CAA for certification of its Type 106/4 Comet 4 jet transport.

Two new types of two aircraft engines have been developed in England, the R. Co.8 version of the Rolls-Royce Conway bypass and the B.01.12 version of the Bristol Olympus turbojet.

D. Napier & Son has received the British Government official type test certificate on the Eland 1 for 3,000 e.h.p. The Eland powered Convair 340 is expected to tour North America late this fall.

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