

aviation intelligence

► **RCA Victor** in the U. S. has been awarded a development contract by the RCAF for a long-range fire-control system with lock-on to work coupled with autopilot. The requirement is for Avro's CF-105 supersonic all-weather fighter which is expected to fly late next year. An indication of the type of fire control system the RCAF has in mind is the news that the USAF is reported to be looking for a fire control system capable of positive radar identification of targets at ranges up to 100 miles. If a light, reliable system of this capacity is developed the USAF may order a new long-range interceptor (LRI) competition. It's interesting to note that the USAF recognizes that the fire control system not the airframe must be placed first—while the reverse has been true in Canada.

► **Canadian Pacific Airlines** has placed an order for a further four Douglas DC-6B's for delivery over the next two years bringing CPA's total eventual DC-6B fleet to 12. These will be operated on overseas routes and on the domestic route to Fairbanks, Alaska.

► **RCAF Auxiliary** fighter squadrons will have started receiving Sabre conversion courses at the Chatham Sabre OTU in preparation for flying Sabre V's which they will receive from the 1st Air Division this year. The conversion training at Chatham will be substituted for normal summer camp training. Groundcrew are receiving maintenance training at Camp Borden.

► **Orenda Engines Ltd.**'s new twin-spool Iroquois turbojet has now been cleared for flight testing early this fall with the completion of the big 50-hour static endurance test hurdle late in June. This was carried out according to RCAF and USAF 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 this fall, represents the culmination of 2½ years' work by Orenda engineers. The test itself was run at lower than the claimed maximum thrust of 20,000 lbs.

► **Canadian International Air Show**, September 6-7 at the Canadian National Exhibition, promises to be the most interesting yet with aircraft represented from five countries including Russia. Some of the aircraft expected at the show, sponsored by the Toronto Flying Club, are the USAF's Boeing B-47 and B-52, RAF Hawker Hunters and perhaps the TU-104 twin-jet transport.

► **Gen. Twining's** report on Soviet Air Show has been summarized:

- It's evident that the Russians are developing a surprisingly wide variety of aircraft.
- The most important new Soviet plane was a twin-jet, allegedly supersonic light bomber, now designated by the USAF as the **Blowlamp**.
- Soviet aircraft demonstrate that designers there are now pioneering on their own in modern aircraft development.
- Heavy emphasis on technical education creates the possibility of the Russians achieving technological surprise in new weapons.

► **Canada's missile** program plans are becoming clearer. Although no contracts have yet been let on the Bendix Sparrow II air-to-air missile for the CF-100 and CF-105 (believed to be because of patent ownership rights to be settled), industry talk is that Canadair Ltd. will be prime contractor and airframe builder, Canadian Westinghouse will build the guidance system and de Havilland Aircraft of Canada Ltd. the stabilizing system and other electronics.

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