



UNVEILED. This first picture of the new two-seat F-104B Starfighter also shows detail of the jet-engine air intake. In previous pictures the intakes have been shielded.

New Missile Design

Temco Aircraft Corp., Dallas, Texas, received a \$16 million contract from the U. S. Navy for design and development of a new guided missile. Temco received a large contract from the Navy some months ago for the XKDT-1 rocket-powered target drone. As a result of these and other contracts Temco contemplates 50% increase in its engineering force within the year.

German Visitors

General Josef Kamhuber, Chief of Staff of the West German Air Force, and members of his staff, recently visited various RCAF stations and aircraft factories in Canada. Plants visited included A. V. Roe, at Malton, de Havilland (Downsview), and Canadair (Montreal). The visitors' program included talks with top Canadian defense officials.

Bonaventure Electronics

Canadian Westinghouse Ltd. of Hamilton supplied several hundred thousand dollars worth of the electronic equipment which went into service aboard HMCS Bonaventure when the Royal Canadian Navy's new aircraft carrier was commissioned at Belfast in January.

Stop-Gap Stopped

According to a British Press report, plans for de Havilland to produce a "stop-gap" jet transport for BOAC have been dropped. Designated the D.H. 118, the aircraft was to have been powered by four Rolls Royce Conways. The Press report stated that the project had been dropped in view of the joint transport venture of seven British aircraft companies.

Increased Schedules

IATA member airlines plan a 16% increased passenger capacity on continental services this summer. Revised summer timetables will start on April 14.

New Ottawa Office

Products of the Semiconductor-Components Division of Texas Instruments Inc., Dallas, will in future be supplied to Canadian customers through the recently opened office at Ottawa. Office is situated at 53 Queen Street, Ottawa 4.

Traffic Signal

Crouse-Hinds Co. of Canada Ltd., is offering a newly developed lightweight, portable traffic signal for airport control towers. First introduced by Crouse-Hinds in the United States, the unit weighs six pounds nine ounces and measures 10 by 14 inches. Using a concentrating type parabolic searchlight reflector, it reflects a high intensity beam of 50,000 candlepower. A single pistol grip contains all signal controls.

Aerotron Distributor

Glenn Aviation Radio & Instruments has been appointed Canadian distributor for the Aerotron line of VHF radio products manufactured by Aeronautical Electronics Ind., Raleigh, North Carolina. The line includes both airborne and ground VHF transceivers in the low price range. The equipment is especially suited to personal and light executive aircraft.

CF-105 Arrow—first figures

Air Marshal Roy Slemon, Chief of the Air Staff, ruffled the wraps around Avro Aircraft's CF-105 in an address to the Air Cadet League of Canada last month. The Air Marshal described the super-sonic delta-wing all-weather successor to the CF-100 as:

Three times as fast as the CF-100 it will replace, putting it in the 1,600-mile-an-hour class.

Having a ceiling of about 12 miles (65,000 feet), attainable in three to four minutes.

Weighing about 34 tons.

The Chief of the Air Staff also indicated the CF-105 would begin its test flight program this year.

Avro Aircraft Ltd. President and General Manager Fred T. Smye followed up the Air Marshal's statements with an announcement that the new interceptor, which has been described by some as "probably the last piloted fighter which will be produced in Canada," has been officially named the Avro Arrow. The

joint choice of the RCAF and Avro, Mr. Smye said, the name was chosen because it was symbolic of the "missile concept of the aircraft" and its general arrowhead configuration. The company president added that the first aircraft and several to follow it will be used for development test flying.

Previous unofficial reports have indicated that the first prototype CF-105s will be powered by Pratt & Whitney J-79 turbo-jet engines. The production models will have Orenda Engine's new PS-13 Iroquois engines, said by Air Marshal Slemon to be the most powerful in the world (guesstimates have been as high as 20,000 lb. plus).

Test bed flying of the Iroquois is likely to get under way soon in a specially modified B-47. The test-bed aircraft, a weird looking bird with its Iroquois' pod protruding from under the tail assembly on the starboard side of the after fuselage, is in readiness at Canadair Ltd. in Montreal and at last report was being polished for flight.