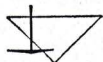


**NOW AVAILABLE
Thermocouple Wires
and Thermocouple
Extension Wires
TO U. S. MILITARY
SPECIFICATIONS**

This new development of an established line manufactured by Thermo Electric Co. Inc. is described in Bulletin No. 31-200, available from A. E. P. Stock carried in all gauges.



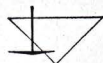
**Boots All-Metal
Self-Locking Nuts**

Plate Nuts, Hex Nuts, Floating Anchor Nuts and Channel Sections. Light weight. AN approvals up to 1200° F. Special designs on request.



**High Frequency
Inductor Alternators**

by American Electric Motors Inc. Purity of wave form surpasses strictest requirements. Compact design. Light weight. Quiet. Maintenance-free construction.



Miniature Motors

High performance, applicable to wide range of instrument and control requirements. High torque-to-inertia ratio and reliable operation over wide temperature range.

D.C. 1 to 115 volts and up to 30,000 rpm. by Lincoln Electronics Inc.

A.C. 400 cycles and up by American Electronic Mfg. Co.

Immediate action on all enquiries.

**AEROMOTIVE
Engineering Products**

MONTREAL ELWOOD 9602
5257 Queen Mary Road
TORONTO EMPIRE 4-1017
P.O. Box 760, Brampton, Ont.

Aviation Intelligence

► **Jet Provost** ab initio side-by-side trainer made by Hunting Percival (Britain) is gaining in popularity this side of the Atlantic as a likely choice by the RCAF. Other contenders for the RCAF's eventual order: Canadair, with a side-by-side trainer similar to the Cessna XT-37; trainer version of the Morane Saulnier MS-755 "Paris," which may be built by Beech in the U. S. Should the Provost get the nod it may be built in Canada by A. V. Roe's Can-Car Fort William plant and the A. S. Viper 5 engine by Orenda Engines Ltd.

► **Bristol's Britannia** is getting increasing interest from Canadian Pacific Airlines as a successor to the DC-6B's on the Polar and Pacific routes and from Trans-Canada Air Lines to supplement or even replace Super-Connies on the North Atlantic.

► **CF-105** order with Avro Aircraft has at last been disclosed by Canadian Government. It's interesting to note that an initial production batch of the aircraft has been ordered right off a full-scale assembly line. This replaces the time-taking older method of going through the hand-built prototype stage first. First aircraft will be powered by Pratt & Whitney's J-75 turbojet to give Orenda Engines time to get into production on the 20,000-lb. plus thrust P.S. 13 engines which will eventually power the aircraft.

► **Canadair's Britannia M-R order (CL-28)** is reported as being extended from 13 to 37 this year. This brings to three the new orders bringing new production-life into the Canadair plant. Others: a new RCAF order for a batch of T-33 jet trainers (number not disclosed); the \$10 million South African order for 37 Sabre VI's.

► **C-46, Curtiss Commandos** are finding a new place in the Canadian air transport picture. Initially brought into Canada for DEW-Line air freighting, some have already been converted to plush passenger/freight versions by Canadian Pacific Airlines. Pacific Western Airlines is expected to follow suit.

► **TCA's three Bristol Freighters** are mooted to be coming up for sale this fall. Some possible buyers, air freight operators in the west, two of whom are reported to be actively interested.

► **D. H. Comet 1's** belonging to BOAC will be tank-tested by the Royal Aircraft Establishment, Farnborough, to provide fatigue histories on "scatter" of fully fabricated components under repeated loading. Comparison of results with laboratory test specimens may establish design criteria and "safe limits" for the RCAF's two Comet 1's if modified.

► **Fleet Mfg., Fort Erie,** is reported negotiating for the sale of a small number of Helio Couriers in Mexico. Fleet Mfg. makes the aircraft under license to the Helio Aircraft Corp. in the U. S. Price is still set at \$24,500 for the four-place stall-proof plane which can take off or land fully loaded in 75 yards in still air, cruise at 157 mph and slow down under control to 30 mph. At present a float-equipped Courier is undergoing CAA certification tests.

► **Orenda Engines Ltd.,** is reported to be exploring possibility of licensing Allison in the U. S. to build the P.S.-13 should U. S. military interest in the engine grow to the point of placing an order. Political and economic reasons make it desirable, from the U. S. viewpoint, that first priority defense equipment such as a high-thrust jet engine should be made in the U. S. under the control of the U. S. Government.