

Brazilian Venture

The final decision on whether or not Canadair proceeds with its plans to build a factory in Brazil for the manufacture of 540 turboprop airliners, depends on the outcome of negotiations currently being carried on with the Brazilian Government. It may be another three or four months before these negotiations are concluded, a Canadian spokesman has indicated.

Briefly the plan calls for the establishment of a factory employing several thousand people, with the intention of building at least 100 Canadair 540's. Canadair estimates that there is a market in South America for \$100,000,000 worth of these airliners.

Of the 100 airliners planned in the first production batch, the first seven would actually be built in Canada and sent down to Brazil; for the next 17, Canadair would supply the parts from Montreal for assembly in the Brazilian plant.

A demonstration tour of South America with the 540 was planned for October, but this has now been delayed for a short time. The tour will visit nine countries.

Meanwhile, at Montreal, the first 540 major assemblies are moving onto the line at Canadair's Plant 2. At the same time, two 440's have been bought from Convair and these are being converted at Montreal to turboprop 540's. When completed, these two aircraft will be turned over to the RCAF for use until the service's own machines are ready. These two conversions will then be returned to Canadair.

Basic price for converting an existing airliner of the Convair 340 or 440 series at Montreal, has been set at \$475,000.

Canadair has also indicated that it will convert any of these series of aircraft to Allison turboprop engines, rather than Napier Elands, if any operator expresses a preference for the U.S. engine.

Arrow Flight Control

The search has already started for a new flight and armament control system for the Arrow, to replace the now-cancelled "Astra" system which was being developed especially for the aircraft.

A team of RCAF and Department of Defence Production personnel, headed by Air Vice Marshal John Easton, Air Member for Technical Services, has already visited California, their chief point of call being Hughes Aircraft Co. It will be recalled that Hughes radar fire control equipment is used in the CF-100.

Third Arrow Flies

The third Avro Arrow 1 made its maiden flight on Sept. 22. The aircraft was airborne for nearly an hour, during which time Avro Chief Development Pilot flew it at speeds in excess of 1000 mph.

Statements made following Prime Minister Diefenbaker's announcement of a revised air defence policy, indicate that another three Arrows will be flying by March of 1959, at which time numbers 7, 8, 9 and 10 will be in flight test or on the production line.

Canadian C-W Ground Support

Exclusive Canadian sales and manufacturing rights to its extensive line of aircraft and missile ground support equipment, has been granted by Air Logistics Corp., Pasadena, Calif., to Canadian Curtiss-Wright Ltd., Montreal.

E. A. Carter, vice president & general manager of Canadian Curtiss-Wright, revealed that Canadian Air-Log operations would be conducted in Montreal under the direction of Ivan D. Walker, Curtiss-Wright aircraft

sales engineer.

Air Logistics designs and manufactures ground support equipment utilizing the rail-transfer principle that is now standard with the U.S. armed services, including positioning, transportation and work trailers, jet engine run-up and test equipment; Mobailtainers for transportation for missile components and engines; plus a wide range of specialized mobile work benches, and the new Model 10,000 jet aircraft tug.

Bristol Service

Bristol Aero Engines Ltd., Montreal, has formed an Aviation Services Division. This newly-formed division is now functioning at the Montreal Airport, Dorval, and is designed to perform aircraft ramp handling and maintenance services on behalf of scheduled and non-scheduled carriers.

CL-41 Progress

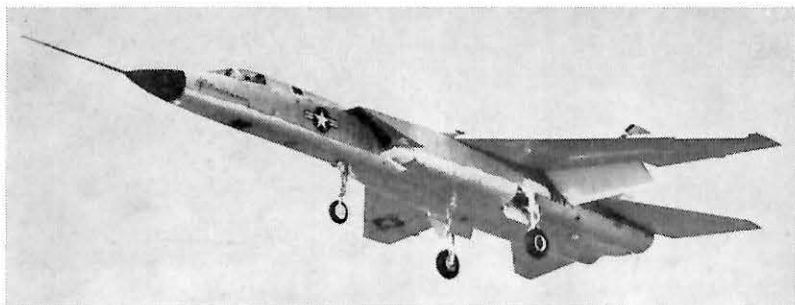
The airframes of the two CL-41 Trainer prototypes which Canadair Ltd. is building as a private venture will be completed in December and January respectively. However, because deliveries of the Fairchild J-83 turbo-jet which is to power the aircraft still have not been made, the beginning of flight testing may be delayed beyond the date originally planned.

U.S. Order to Westinghouse

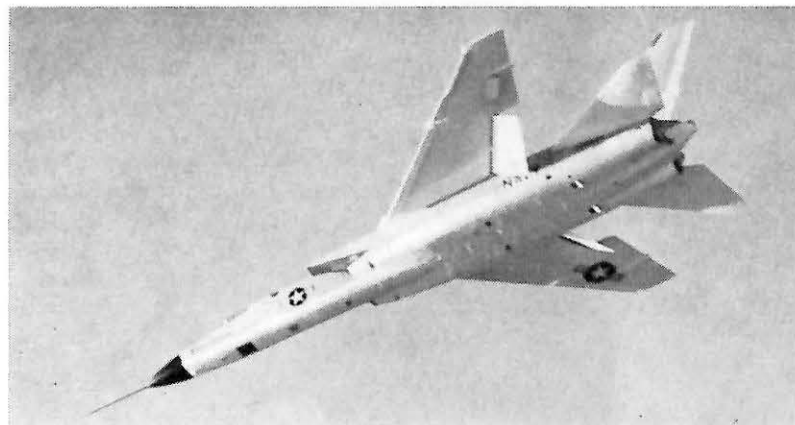
A Canadian-developed system for long-range communications will provide a vital link in U.S. continental defence operations. The system — super-high frequency "scatter" communica-



TREBLE ONE: New high performance jet transport, the HP-111, has been proposed by Handley Page Ltd. Based on the design of the Victor bomber, the HP-111 could carry 200 soldiers or nearly 27 tons of military equipment over a distance of 3800 miles. Flying at over 40,000 ft., cabin pressure would be equal to 6000 ft. As a civil airliner, it could carry up to 168 passengers.



DELIVERY WAGON: North American A3J-1 Vigilante supersonic attack weapon system, shown here on its first flight Aug. 31, can deliver nuclear or conventional weapons from high or low altitudes. Linear bomb bay runs lengthwise in fuselage; bomb is ejected rearward. Power is by two GE J-79-2 turbojets of approx. 15,000 lbs. th. each. A3J-1 is designed for carrier operation.



bility for the Canadian operation. The company will continue manufacturing operations in St. Thomas. The 20,000 square foot plant is located on a 5 acre site suitable for expansion, and has about 100 employees.

Last CF-100 Simulator

The Hon. Raymond O'Hurley, Minister of Defence Production, last month inspected the last of 12 CF-100 flight simulators built by Canadian Aviation Electronics Ltd. for the RCAF. The Minister was making his first visit to the Montreal electronics firm. He was accompanied by D. A. Golden, Deputy Minister.

GE Drive for Arrow

A contract for a new type hydraulic constant speed drive for the CF-105 Arrow has been awarded to General Electric. The new 40 KVA drives are for the Mark II production version of the Arrow, which has increased electrical requirements. The drives will convert the variable speed of the Iroquois engines to the constant speed required by two 40 KVA generators.

Called a roller-actuated piston drive, the new unit embodies a new concept

in the field of constant speed drives. It employs a combination of spherical and cylindrical pistons as well as tiny precision rollers which when used with the cylindrical pistons, extend the speed range capability of existing drives. The new concept also makes possible the design of small drives with both high power and wide speed range capabilities.

Filters by Jarry

A recently signed agreement between Jarry Hydraulics, Montreal, and Micro Filter Sales Corp. of Glen Cove, N.Y., has given the green light to the Canadian company's long contemplated plans to design, manufacture and sell filters for the aircraft industry.

"We have been prepared to go into this field for some time," explains John Truran, director, engineering & sales for Jarry "and have done extensive preliminary design and research work. The hold-up has been in getting exclusive rights to a top quality filter component."

The new agreement allows Jarry to make filters using "Rigimesh" — a highly effective product of Aircraft Porous Media Inc., an affiliate of Micro

Filter Sales Corporation.

"The arrangement is all-embracing," Mr. Truran continued. "We will act as sole Canadian agents for the American company's filters and filter components, but will also be designing and manufacturing our own filters incorporating their mesh. We are prepared to produce any type of oil, fuel, hydraulic or general aircraft system filter in our Montreal shops."

Orenda Spares Order

A \$1,000,000 order for jet engine spares, tooling and technical information, has been received by Orenda Engines Ltd. from Fabrique Nationale d'Armes de Guerre of Belgium.

The order will assist the Belgian firm in carrying out a contract from the Belgian government to overhaul and repair Belgian Air Force CF-100 aircraft and their Orenda engines.

Canadair 540 Certificated

The U.S. CAA has now fully certified for all types of commercial operation the Eland turboprop version of the Convair 340 airliner, now in production as the Canadair 540.

This is the first occasion that a twin-engined airframe of American design with any propeller turbine engine has received certification. It is also the first time that an aero-engine firm has equipped an aircraft with its powerplants and obtained for it an internationally accepted certificate of airworthiness for civil operation.

Seat Overhaul

Timmins Aviation Ltd. has been awarded a Department of Defence Production contract to repair, overhaul and modify RCAF aircraft seats.

Hoze-lok Distributors

Railway & Power Engineering Corp., Ltd., is announced as a franchised distributor of Hoze-lok industrial hose assemblies and reusable hose fittings. Extensive stocks will be maintained at their Montreal and Toronto offices.

Contracts Awarded

Contractors awarded business in excess of \$10,000 by the Department of Defence Production during the period July 16, 1958, to August 15, 1958, include the following. The list does not include orders placed by the Department outside Canada, or with other agencies, or increases in orders placed earlier — nor do orders classified as secret appear here.

Names appearing in bold face are current AIRCRAFT advertisers.

Abercorn Aero Ltd., Montreal, \$15,506