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USAF Cancels Canadair T-36 Contract

Canadair Limited, of Montreal, has announced cancellation of a \$100 million, USAF contract to build 227 twin-engine crew trainers of the T-36 type. About 1,500 employees have been laid off as a result.

It is confidently predicted, however, that Canadair will be compensated with a substantial Canadian Government order — probably for British-designed four-engine Bristol Britannia transports. These would be used by the

RCAF as a successor to the Lancaster for maritime reconnaissance duties. Trans-Canada Air Lines might be interested in the standard commercial version.

Washington's recent economy drive in military spending is understood to be the chief reason for the T-36 cancellation although the development schedule of the trainer is said to be six months behind schedule. USAF procurement officials complained that the time lag

was unreasonable. The first prototype was to be test-flown this fall.

The T-36 was a joint design project of Canadair and the Beech Aircraft Co. of Wichita, Kansas. Both companies shared the problems associated with development and production tooling. Canadair was to build 227 and Beech 193. Both contracts were terminated simultaneously. Canadair and Beech will receive payment for work completed to date.

Cancar to Make USAF T-36As

Canadian Car and Foundry has been awarded a \$7 million contract to construct 154 T-36A primary trainers for the USAF, it is reported. The first of these two-seater, single-engine, low-winged craft will leave the company's Fort William, Ontario, plant next spring.

This contract is the second to be given to a firm outside the U. S. A. by the USAF. The first was awarded to Canadair last fall, amounting to about \$70 millions to build a 14-passenger, twin-engine transport trainer, the T-36.

Both planes are designed by Beech Aircraft, of Wichita, Kansas. The T-34A is an adaptation of the Bonanza sports plane which has been on the market for about five years. Canadian Car and Foundry is the U. S. firm's Canadian licensee.

According to the USAF, the T-34A will replace the T-6 Texan, which since the end of the Second World War has been used as a primary trainer.

T-34A In JEOPARDY

Officials are worried about the future of the Canadian Car and Foundry contract to make Beech T-34 primary trainers for the USAF now that the contract with Canadair to produce T-36's has been canceled. Charles E. Wilson, Secretary of U. S. Defence, has reported he will cancel contracts for production of non-operational aircraft in second sources.

The earlier administration had attempted to establish twin production lines for most of the military aircraft, and those at Cancar and Canadair were in Canada.

Of the two, the T-36 was the more likely to get cut from planning because of the higher expenditures involved and the fact the design had yet to have any flight tests. The USAF is switching to two-stage flight training and has a need for the tiny T-34, another reason this program is expected to survive. Production is expected to start at the Fort William plant early next year.

Cancar was affected by cancellation of the T-36, for this company had a sub-contract from Canadair for the wings and engine nacelles.

LEAVENS TO OPERATE IN U.S.A.

Leavens Bros. Air Services Ltd. after a full hearing in Washington, have been granted a FOREIGN AIR CARRIER PERMIT by the United States Civil Aeronautics Board to carry on charter operations from their bases at Toronto, London, Windsor and Leamington to all points in the states of Wisconsin, Illinois, Indiana, Michigan, Ohio, Pennsylvania and New York.

This license is restricted to aircraft of maximum gross take-off weight of 12,500 lb.

Air Marshal W. A. Curtis

Air Marshal W. A. Curtis, recently retired Chief of the Air Staff, RCAF, has been elected vice-chairman of the board of directors of Avro Canada. He will work full-time for the company, chiefly on such jobs as selling the CF-100 fighter to other NATO air forces.

Sir Roy Dobson, chairman of the board and founder of the company, said in making the announcement: "It is most appropriate that Air Marshal Curtis, after an outstanding military career, should be resuming his business career with our company. For if anyone could be said to have fathered the CF-100 which A. V. Roe Canada is producing and which is now in squadron service with the RCAF, it is Air Marshal Curtis."

Harold S. Fursman

Link - Belt Limited announces that Harold S. Fursman, formerly assistant general sales manager, has been appointed vice-president and general sales manager, with headquarters at the company's general offices in the new Scarboro plant, Toronto.

He succeeds Peter G. Welby, who recently retired.

Aviation Electric In Vancouver

Aviation Electric Limited announces the opening of an office in Vancouver which will be serving the aircraft industry in British Columbia and Alberta.

Harold H. Ollis, who is well known in aviation circles in Vancouver, will be in charge of this office.

H. Scheunert has opened a tool design office in Montreal, with the object of assisting aircraft sub-contractors with their tooling and production problems. The company is known as Aircraft Tool Engineering Regd.

Mr. Scheunert has assembled a small group of experienced production men and tool designers who are capable of coping with the design of any jig, tool or fixture which may be required for the production of aircraft components.

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