

adopted by ICAO to replace the current instrument landing system (ILS). The company's development activities are supported by a number of government agencies including Transport Canada's Transportation Development Centre and the National Research Council. Approximately 60 design, manufacturing and support staff are involved in the Micronav program.

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Modulus 2000 maintenance vehicle

■ The Modulus 2000 multipurpose maintenance vehicle is designed to be used 12 months a year. Modular by nature, it makes it easy for the manufacturer to build the vehicle with the appropriate power train components, so that it can be ideally adapted to suit the user's needs. With front and rear quick attach type mechanisms, the user can install a plow to clear a runway, change the plow for a sweeper to remove runway debris, put on a dump body to move gravel, or attach an articulated boom and have an aircraft deicer. This new, all terrain four-wheel drive and four-wheel steering vehicle can also be used as a giant grass cutting apparatus, as a rescue unit and to tow small and medium size aircraft.

Company Profile

M. Letendre & Associates, established in 1978, is an engineering firm providing professional services in the design, development and prototype fabrication and testing of specialized equipment, both mobile and stationary, for the maintenance of airport facilities. The staff includes experienced mechanical engineers and designers in the field of product research and development.

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Model SLET container trailer

■ The Moody Model SLET elevating turntable container trailer provides ground handlers with a rotation and transfer system for use with an aircraft loader. Designed to carry one LD-1 or LD-3 container, the SLET has a load capacity of 1 600 kg (3 500 lb.) at speeds up to 40 km/h (25 m.p.h.). Containers are supported on two rows of 6.30 cm (2.5 in.) diameter rollers with the heavy-duty infeed roller set 0.635 cm (0.25 in.) lower



Modulus 2000 maintenance vehicle

for ease of container loading. The four-wheel automotive steering provides positive tracking and manoeuvrability. Precise positioning mechanical parking brakes are engaged by raising the tow-bar. The E-shaped rear hitch, with a spring-loaded pin and a 10 cm (4 in.) tow-bar ring, offers flexibility of use with other equipment. Moody has designed and built these units for simplicity, ease of operation and long-term durability.

Towable passenger boarding stair unit

The towable passenger boarding stair unit has been designed to provide non-routine passenger access to and from passenger doors of Boeing 767 aircraft. It is self-supporting, lightweight and mounted on wheels to allow manual movement around the aircraft. The unit is equipped with an integral, retractable tow-bar and ground locks. The stairway has been designed at one fixed height to minimize the possible distance between aircraft and platform. The platform at the top of the stairs has stationing side panels and all aircraft contact points incorporate rubber bumpers. This model can be made available for different aircraft as required. Variable height models are also available, and one of these is the VR-66128 with a sill height range of 168 cm to 325 cm (66 in. to 128 in.).

Pallet storage racks

Moody's live pallet storage racks are available in several styles and capacities for handling both airline cargo pallets and containers. They are frequently used for short-term staging to liberate rolling stock or as components in air cargo warehouse systems. Construction is based on the proven design of Moody airline trailers, using heavy structural steel frame and deck components that are standard on omni and side-loading pallet carriers. The racks are available in three basic models or can be custom designed.

Model ODPC pallet/container trailer

Moody's Model ODPC pallet/container trailer provides the airline industry with a proven high-speed system for moving pallets and containers. Designed to carry two LD-1 or LD-3 containers, one LD-7 or one LD-11 container, one igloo, or one pallet (up to 244 cm x 318 cm [96 in. x 125 in.]), the ODPC has a load capacity of 6 800 kg (15 000 lb.) at speeds up to 40 km/h (25 m.p.h.). There are 84 swivel casters mounted between the trailer walkways to facilitate handling in any direction. These casters are permanently lubricated and require no further lubrication during the life of the unit. A lever-activated combination guide and stop provides both vertical and lateral restraint of LD-1 and LD-3 containers, while allowing for positive side loading. Six