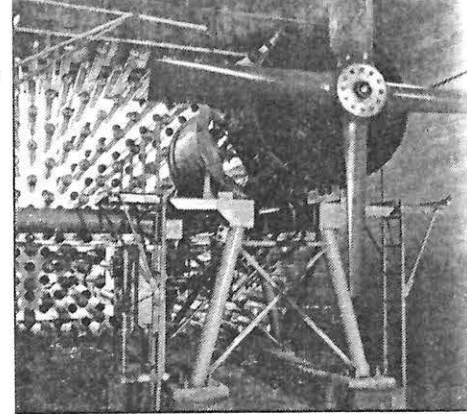




NORTHWEST INDUSTRIES.

# The Industry

## A RICH DIET OF DEFENCE CONTRACTS BUILDS IT UP



BAE (WESTERN) TEST STAND.

**A** STRONG Air Force could not remain, or indeed, even become strong, without a strong aircraft industry behind it. But it is true that the military is by far the largest customer of the civil aircraft industry, so that were there no Air Force, the existence of a strong industry would lose much of its meaning. In matter of fact, the two are interdependent; as the Air Force grows, so grows the industry, and vice versa.

There is no doubt that this all means big business. During the current fiscal year the Government planned to commit itself to the purchase of over \$400,000,000 worth of new aircraft and to about \$90,000,000 worth of contracts for the repair, maintenance, and overhaul of aircraft and aircraft accessories of all types.

Sharing the wealth (actually very little of it is gravy) are a comparatively small number of large firms and a large number of small firms. It takes them all to add up to a strong industry and hence a strong Air Force. Here are a few of the main firms, and what they are doing.

### Avro Canada

Anything more than limited production of CF-100 aircraft and Orenda engines is still about a year off at Avro Canada. The engines are the key to the whole CF-100 program, and until the new engine plant (at Malton, Ont.) is completed and operations commence there, engine output is of necessity very slow. Good progress has actually been made on the new plant, with the brickwork nearing completion. Company officials hope to start cutting metal within its walls within the next few months . . . before the end of the year at the latest.

So far, Avro Canada is still working on the first ten production CF-100s, which are all powered with Orendas. One production aircraft has already flown, but it is to be used for test and experimental flying in place of the prototype that was lost. The second production (actually the fourth of the type to be built) aircraft will be the first to be put into service by the RCAF, which intends to use it as a trainer at the new All-Weather OTU at North Bay. Employment, now around 7,000,

will probably rise to about 12,000 when the engine plant gets going and CF-100 production starts steaming along.

### Canadair Limited

By far and away the most important production factor in Canada at this time, Canadair Limited holds contracts for the quantity production of three types of aircraft, the North American F-86 (400-500 units), the Lockheed T-33 (575 units), and the Beech T-36 (300 units). Since it has received the contract for the T-36 in the last couple of months, and the contract for the T-33 in recent weeks, Canadair is at this point in quantity production on the F-86 only. It has now turned out over 100 of these. At least a year will probably pass before the other two types start coming off Canadair production lines. This applies especially to the T-36, which is an entirely new type and which will require extensive engineering and tool designing. The order for the T-36, incidentally, has been placed directly by the USAF, though it is expected that the RCAF will take some of the type.

AT LEFT IS CANADAIR PLANT NO. 2 WHERE SABRES ARE ASSEMBLED. RIGHT IS THE NEW ORENDAL PLANT, NOW NEAR COMPLETION.

