CONSTRUCTION

Comets for the RCAF

Two de Havilland Comets are to be purchased by the RCAF for use as high-speed transports. While the two jet aircraft, which will cost a total of about $3,000,000, will be allocated to Transport Command, they will also be used to provide suitable equipment to exercise the Canadian air defence system by simulating enemy bomber attacks. The RCAF machines will be fitted to carry either passengers or freight. Delivery is expected by the end of 1952.

Nenes for the T-33

Arrangements have been completed with Rolls-Royce to supply Nene turbojets for the Lockheed T-33s to be built by Canadair Limited under license, according to a recent announcement by the Hon. C. D. Howe, Minister of Defence Production.

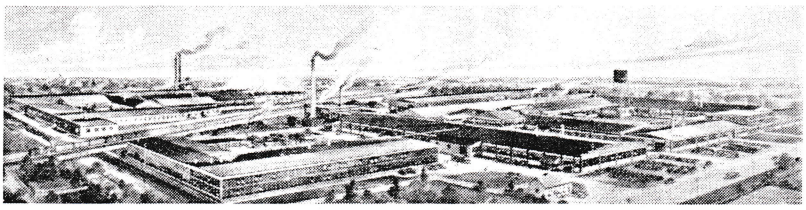
Mr. Howe said that the initial supply will be imported complete and that the balance are to be assembled in Canada, largely from parts of British manufacture. Rolls-Royce will, however, make such use of existing Canadian facilities as they can without interference with the present Canadian program. It is understood that the company plans to provide engine assembly and test facilities, and that a permanent plant for this purpose will shortly be erected on property acquired near Montreal.

Orenda Afterburner

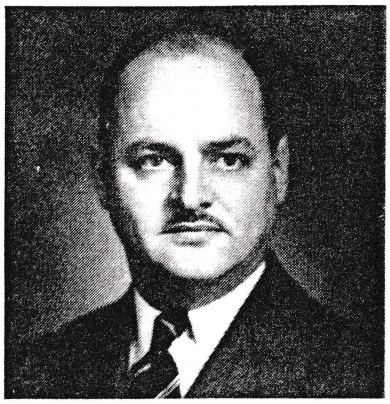
An afterburner is currently being developed by the Solar Aircraft Company of California and Iowa for use with the Avro Canada Orenda, it was recently announced by the engine's manufacturers. According to the announcement, a substantial contract has been placed with Solar to develop the afterburner and it is expected that it will be considerable time before it will be ready for actual use.

Negotiations are under way for additional contracts for testing and research to be carried on by Solar for Avro Canada.

Solar is no stranger to this sort of work. It is already producing afterburners for General Electric and Allison gas turbines, among others. It has plants in San Diego, California, and Des Moines, Iowa, and is a leading producer of high temperature parts for aircraft turbine and piston engines. The company recently announced the Solaramic Process for coating metals with ceramics, which makes possible the use of less strategic materials in aircraft engines and other military applications.



AVRO CANADA SUBCONTRACTOR: The plant of Chatco Steel Products Limited, where CF-100 fuselage and empennage components are to be produced for Avro Canada, is shown above. Below, left, is Norman H. Bell, general manager of Chatco for about the past year. Mr. Bell is no stranger to the aircraft industry, having been assistant geneal manager of Noorduyn Aviation Ltd., during World War II. Also a Noorduyn alumnus is J. Mullin (below, right), who is assistant plant superintendent of Chatco's Aircraft Division. When at Noorduyn, Mr. Mullin was production superintendent under Mr. Bell. Many other Chatco executives have aircraft experience.



New Army Aircraft?

The Canadian Army is reported to be displaying a lively interest in the Cessna L-19 observation-reconnaissance aircraft as a replacement for its AOP Austers, which are used for artillery spotting. The Cessna L-19 has been used for the past year by the U.S. Army Field Forces and is a high wing, all-metal, two place machine with many features of Cessna civil models. It is powered by the 213 hp. Continental O-470-11. The Canadian Army has about fifteen Austers left, but it is likely that expanded operation would require the purchase of a considerably greater number of L-19s, or other replacement aircraft.

Delivery Day

The first de Havilland Beaver to be officially accepted by the USAF was handed over to Major-General Mark E. Bradley, USAF, by Minister of Defence Production C. D. Howe in a brief ceremony, November 14. The ceremony was held in the flight test hangar of The de Havilland Aircraft at Downsview Airport, near Toronto. In making the presentation, Mr. Howe noted that the USAF had placed a firm order for 109 Beavers so far, but that it was expected that this would be increased.

The Industry in 1950

Gross factory selling value of products of Canad's aircraft and aircraft parts industry in 1950 was $55,268,000, down from the preceding year's value of $61,099,000, according to the Dominion Bureau of Statistics. Assembly plants accounted for $45,715,000 of the 1950 aggregate compared with $55,277,000 while the value of products of parts plants was $9,553,000 as against $5,822,000.

Number of aircraft completed during the year was 85 with a factory selling value of $2,666,000 as compared with 117 valued at $22,932,000. The value