taken over by the RCAF and, according to present plans, will eventually be occupied by No. 6 Repair Depot, now located at RCAF Station Trenton, Ontario.

The agreement between de Havilland Canada and the Canadian Government was reached in March, 1952, and by December 19 of the same year, the new test flight hangar was completed and in use. This hangar, with 52,000 sq. ft. of floor space, is large enough to accommodate the Comet 3, which has a wing span of 115 ft., and overall length of 111 ft. 6 in., and an overall height of 28 ft. 5 in. It was necessary to complete the flight test hangar first, because the old flight test was being demolished to make way for a new runway.

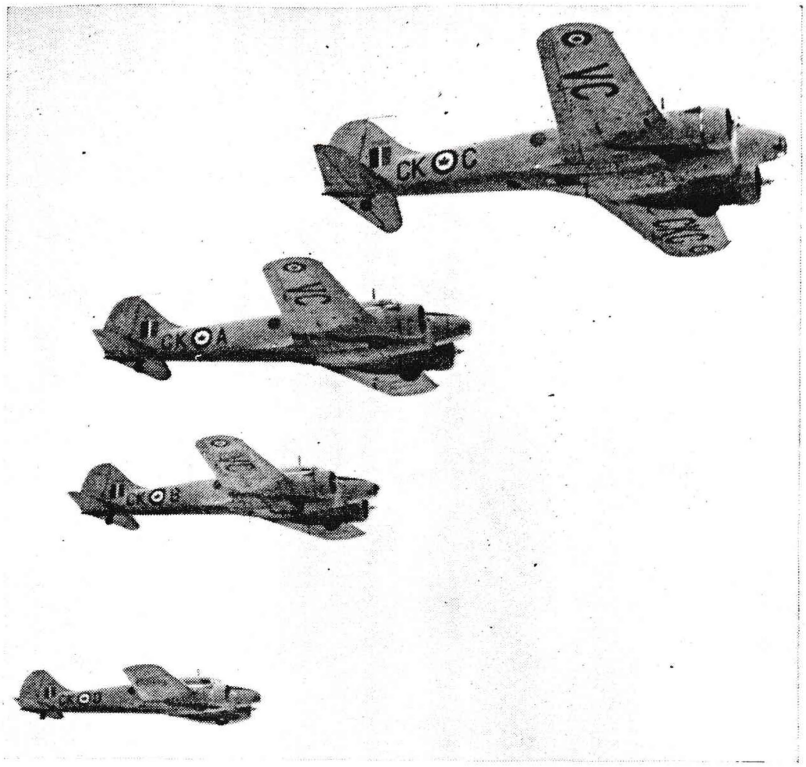
The main plant is also to be able to accommodate the Comet 3 in the overhaul bay. The general layout of the entire plant is shown in the accompanying photographs on the preceding page, with the various buildings and their different departments being indicated in the captions.

A feature of the plant is the use of powered overhead doors, which are fitted to both ends of the overhaul bay. The main building has an overall length of 775 feet, and the assembly bays have a width of 130 feet, while the manufacturing bays have a width of 100 feet.

While the new factory is no larger than the old establishment, it is expected to be much more efficient, for it incorporates many of the most up-to-date production methods and layout designs. By virtue of its newness, it is one of the most modern aircraft production facilities in North America.

With the new plant, de Havilland Canada has also acquired a number of items of new equipment, including a large new Chambersburg Cecostamp drop hammer, and a new 3,500 ton rubber press. In addition, as part of its metal processing facilities, de Havilland has installed the most complete Alodizing set-up in Canada. Alodizing is a patented anti-corrosive finishing method for aluminum, which has replaced in many U.S. plants the anodizing process that has been in widespread use for many years.

The taking over of these new quarters by de Havilland comes at a particularly appropriate time, for the company will soon start on S2F production.



The Anson Retires

The last Avro Ansons in service with the RCAF have been retired. Early in March, the Air Force announced that its last four Ansons (see photo) were being flown from Ottawa to Trenton for delivery to Crown Assets Corporation, which would dispose of them as it saw fit. A few days later, an omniscient AFHQ had a sentimental change of heart and announced that it had decided to keep one Anson after all, just for the record.

This last Anson has been flown to Chater, near Brandon, Manitoba, where the RCAF has a number of wartime aircraft held in storage, as historical items, for possible use as museum or display exhibits at some future date.

The Anson does not actually extend back to antiquity — it only seems that way. This aircraft, which is regarded with genuine and deserved affection by literally hundreds of thousands of Commonwealth airmen, first went into production in 1935, when the RAF began its rebuilding program. Even by the start of World War II, thousands had been produced by A. V. Roe & Co. Ltd.

As late as 1940, in an Avro descriptive manual of the period, the airplane (known as Type 652A to the manufacturers) was described as being intended for general reconnaissance duties and for light bombing. In the same manual is made the quite incredible statement that . . . "On account of the high speed of the Anson, this gun station is provided with an Armstrong Whitworth rotating gun turret . . . "

The first Ansons to come to Canada were Mk. I's, powered by 310 hp Cheetah IX engines, 1,500 of this model being shipped from the U.K. Although it had been planned to assemble additional aircraft in Canada mainly from British-made parts, following Dunkirk it was decided to manufacture the complete airplane in Canada. The program was administered by the wartime Crown Corporation, Federal Aircraft Ltd., but the main contractors engaged in final assembly operations were: Canadian Car & Foundry Co. Ltd., Amherst, N.S.; National Steel Car Corp., Toronto; The de Havilland Aircraft of Canada Ltd., Toronto; MacDonald Bros. Aircraft Ltd., Winnipeg; Ottawa Car & Aircraft Ltd., Ottawa.

The first Canadian-made Anson, which was designated the Mk. II, came off the assembly line in August, 1941. Some 1,822 of this mark were built, all powered by Jacobs L6MB engines. Practically all the remainder of Canadian production, an additional 1,050 aircraft, were of the Mk. V model, which was powered by the P & W Wasp Jr. There were also a few Mk. VI's produced, though these differed from the Mk. V only in interior accommodation. As recently as 1948, the Anson, by this time up to Mk. XXII, was still in production in the U.K.

The Anson V won't disappear from Canadian skies for a while, though — there are still about 63 on the civil register.