

Sabres to the U.K.

The first 14 Sabres of the main group of 300-400 to be made by Canadair Limited for use by the RAF have now been delivered to the U.K. Previously, three Sabres had been delivered in connection with Leap Frog II, but this was an advanced group intended to help the RAF get started on necessary crew conversion programs. The latest group marks the start of the main delivery program.

The delivery flight (all the aircraft were flown by RAF pilots) started from Bagotville, P.Q., where the aircraft were assembled after being flown from Cartierville Airport, near Montreal. Nine airplanes left Bagotville on

December 8 and flew to Goose Bay, Labrador, where they remained until the other five aircraft joined them. Leader of the group of Sabres across the Atlantic was Squadron Leader T. Stevenson, AFC, of Bath, England. The route followed was that established with Leap Frog I, namely Goose Bay-Bluie West One-Keflavik-Prestwick.

Support for the ferrying flight was supplied by RAF crews flying ahead in Handley Page Hastings transports with necessary servicing equipment and personnel.

From now on deliveries will be at a rate of 30-40 per month. As has been previously announced, the Sabres are being supplied as part of Mutual

Aid arrangements. The U.S. supplies engines and other equipment, Canada supplies the airframes and assembly facilities (it is expected that some of the last aircraft may have Orenda engines), while the U.K. supplies the aircrews.

Avro Wage Increase

A. V. Roe Canada Limited and Local 717, International Association of Machinists, have reached agreement on a new contract which will run for one year from last August 12. The agreement includes a general wage increase of five cents an hour and a broad job evaluation system which went into effect December 6.

This job evaluation program provides for general reclassification of all of the company's 7,200 hourly paid employees. Twelve new job levels have been established, starting at \$1.32 for job level one and moving up to \$2.09 per hour for the top job level.

The \$1.32 represents a 13-cent-an-hour increase over the old base rate.

Smashing Victory

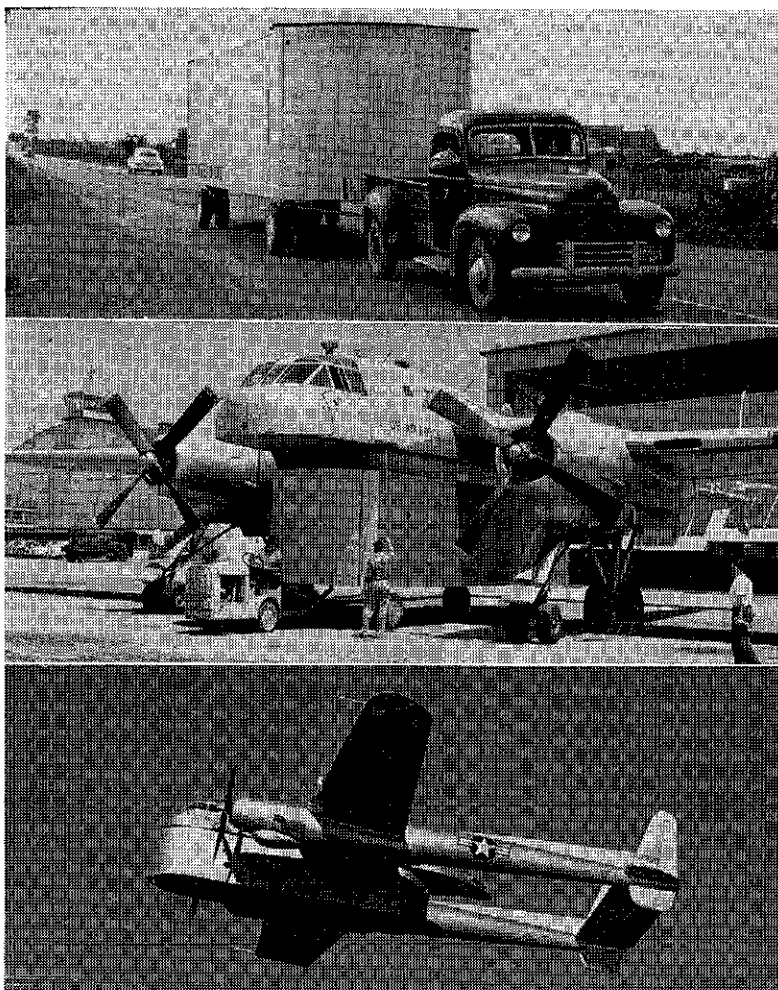
The sale of 15 Vickers Viscount 700 turboprop transports to TCA has been greeted with unrestrained elation by the British aircraft industry, as well as U.K. trade officials.

Sir William Rootes, chairman of Britain's Dollar Export Council, described the sale, which—at \$11,500,000—represents the biggest dollar order ever received by a single British manufacturer in any industry since the end of World War II, as a "tremendous fillip" to British exporters to dollar areas.

Lord Douglas of Kirtleside, chairman of British European Airways, commented: "BEA is delighted that TCA has ordered Viscounts, a most useful and significant dollar earning purchase in the face of keen competition . . . I feel that the British aircraft industry might justifiably say to the world, 'You want the best airliners; we have them'."

But it was "The Aeroplane" which summed up the situation most adequately. Tempering its obvious excitement with a realization of what must be done to enlarge and consolidate the market which the British aircraft industry is developing, "The Aeroplane" had this to say:

"Steadily the fruits of unspectacular spadework come to harvest . . . Make no mistake. The order by TCA for British turboliners in the teeth of the



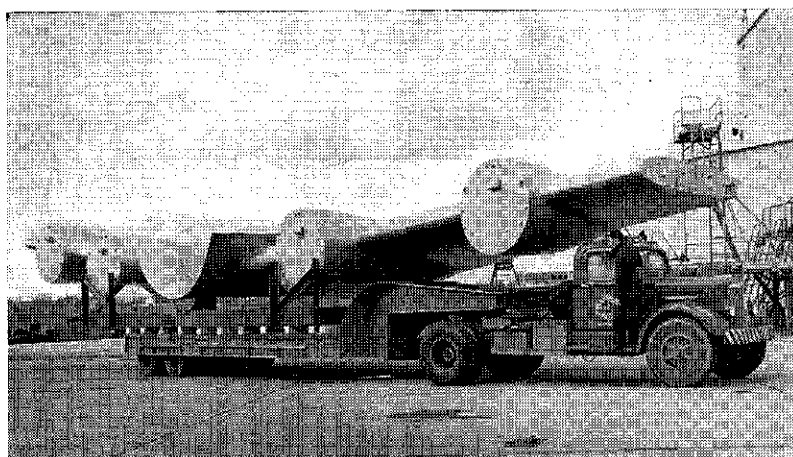
ROADABLE: Development continues on the Fairchild XC-120 Pack Plane, which carries the detachable cargo compartment that doubles as a road freight trailer. In military use, the cargo pack can be loaded with as much cargo as a conventional C-119 Flying Boxcar. Attachment to or release from the aircraft is but a matter of minutes according to Fairchild. Truck-type wheel assemblies and tow bar are carried aboard the flying trailer in flight.

most vigorous competition has breached the defences. No ditches remain to be crossed. TCA has made up its mind to operate the Viscounts. And this means that American operators are going to have regular turbine competition in and out of New York. That will certainly cause a stir. Indeed, the appearance of the Avro [Canada] Jetliner during a demonstration flight high over the skyscrapers made an impression of Commonwealth superiority that has not yet been forgotten . . .

"Until recently many within the in-

mercial field in the years looming ahead. And if we press resolutely on, the competition being hastily manufactured away behind will be unlikely to catch up with such foresightedness.

"But it is not enough to sell the new types, nor even to demonstrate that they can be delivered to programme; they have to be kept in service. This last may well involve the greatest amount of new work. Let us not deceive ourselves; the U.S. manufacturers have done a tremendous lot of spade-work during the past seven years and



LONG VOYAGE: This Canadair Four wing section was recently constructed by Canadair Limited and shipped to Hong Kong, where it will be mated to a BOAC Argonaut. The Argonaut was involved in an accident at Haneda Airport, Tokyo, last spring, at which time its wing was written off. The fuselage was shipped to Hong Kong by sea for repairs and it is now awaiting the new wing from Canadair. For its long overseas voyage, the wing was heavily cocooned. Ready for shipment it was 13 feet high, 25 feet wide, and 70 feet long.

dustry and still more in the Commonwealth and elsewhere, felt some slight doubts about our intentions and about our ability to produce, and to help to keep in service, civil aircraft in the numbers which were obviously going to be required.

"Mr. Edwards [George Edwards, chief designer of Vickers-Armstrongs] has calculated that at least £1,000,000,000 worth of civil aircraft is going to be available on a pessimistic estimate, during the coming ten years . . .

"How large a proportion of the estimated ten-year requirements we can collect depends entirely on us. The superiority of our aircraft is now admitted. The orders for the Comets and Viscounts prove it. Behind them come the Bristol Britannias with the Canadian negotiations to build these under license at Canadair's. Behind that again looms the first delta air liner . . . Thus we have a formidable fleet with which to challenge the com-

they are not going to let go at all easily. The manpower they apply to sales and later to service-sales effort has to be watched in practice to be believed. Where we have been sending one man, a U.S. manufacturer has been sending ten — and with them go the maintenance details, route analyses and all the information which can possibly be required by the air line operator.

"It has been said that we can design good aircraft, but that we cannot make them. This has now been disproved. No doubt it will be said, with equal justification, that we can offer good aircraft, but that we have failed to convince the operators that we can follow the offer up with proofs of our intention to keep them flying. We must now disprove this statement."

Contracts Awarded

Contractors awarded business in excess of \$10,000 by the Department of Defence Production during the period October 16 to

November 15, 1952, include the following. The list does not include orders placed by the Department outside Canada or with other government agencies, and increases in orders placed earlier—nor do orders classified as secret appear here.

(Names appearing in bold face are current *Aircraft* advertisers).

Bancroft Industries Ltd., Montreal, \$29,426 for aircraft spares.

Bristol Aeroplane Engines (Eastern) Limited, Montreal, \$337,799 for engine spares.

Canadair Limited, Montreal, \$3,510,000 for aircraft spares, repair & overhaul, research on flight simulators.

Canadian Pratt & Whitney Aircraft Co. Limited, Longueuil, P.Q., \$209,667 for helicopter and aircraft spares.

Dunlop Tire & Rubber Goods Co. Limited, Toronto, \$69,739 for aircraft tires and tubes.

Fairey Aviation Co. of Canada Limited, Eastern Passage, N.S., \$26,384 for aircraft spares and kits.

Goodyear Tire & Rubber Co. of Canada Limited, New Toronto, Ont., \$56,130 for airplane tires and tubes.

Imperial Oil Limited, Ottawa, \$105,692 for aviation gasoline.

J. W. Lawrence (Canada) Limited, Montreal, \$38,792 for repairs to aircraft parts and instruments.

A. V. Roe Canada Limited, Toronto, \$33,000 for aircraft parts.

Wales-Strippit of Canada Limited, Hamilton, Ont., \$14,662 for punch presses and accessories.

Williamson Co. of Canada Limited, Toronto, \$18,284 for photographic equipment.

Bennett & White of Edmonton Limited, and **Poole Construction Co. Limited**, Edmonton, \$4,418,715 for cantilever hangar.

Winnipeg Supply & Fuel Co. Limited, Winnipeg, \$728,669 for an air navigation school.

Aviation Electric Limited, Montreal, \$12,187 for aircraft spares.

Bristol Aeroplane Engines (Eastern) Limited, Montreal, \$25,597 for aero engine spares and tools.

Canadair Limited, Montreal, \$522,500 for engine maintenance stands.

Canadian Pratt & Whitney Aircraft Co. Limited, Longueuil, P.Q., \$124,422 for aircraft engines and spares.

Field Aviation Co. Limited, Oshawa, Ont., \$400,000 for preservation of aircraft engines and other equipment.

Goodyear Tire & Rubber Co. of Canada Limited, Toronto, \$806,380 for aircraft tires, tubes, wheel & brake assemblies, and tank spares.

Highway Transport Equipment, Toronto, \$34,224, for aircraft loading semi-trailers.

Irvin Air Chute Limited, Fort Erie, Ont., \$54,203 for parachutes and spares.

MacDonald Bros. Aircraft Limited, Winnipeg, \$43,641 for aircraft parts.

Northwest Industries Limited, Edmonton, \$50,000 for repair and overhaul of aircraft.

Ross-Smith Co. Limited, Montreal, \$113,750 for targets and aircraft covers.

Dawson & Hall Limited, Vancouver, \$3,912,431 for cantilever hangar.

Ross Meagher Limited, Ottawa, \$1,774,468 for a RCAF building.