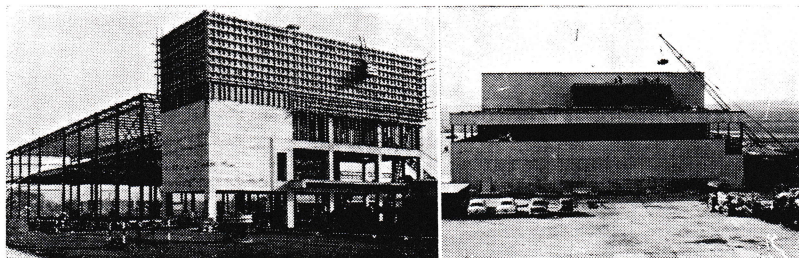


SOFTLY DOES IT: Above is one of the Maxim silencing systems installed at Canadair for running up jet-engined aircraft on the ground. There are also specially-silenced test cells for running up turbojet engines prior to installation in an airframe. Below, left, is Canadair's new 170,000 sq. ft. tooling building, which will house a new foundry, pattern shop, template shop, jig shop, etc., and will cost about \$1,300,000. At right is the company's 30,000 sq. ft. engineering building which will be primarily a laboratory for structural testing, flight test, and mechanical components. Cost of this building has been estimated at approximately \$350,000. Both buildings are slated for completion by spring of 1955.



techniques. According to Canadian Marconi, it will have an outstanding performance and will be constructed to conform to the American ATR form factor utilizing JAN/MIL components.

Available for inspection at the opening was the first model of a noise-cancelling microphone with built-in transistorized amplifier, making it a direct plug-in replacement for the standard carbon microphone, but with far superior performance. This unit was designed as a result of a Canadian Marconi study of aeronautical audio problems.

Greer in Canada

The formation of a Canadian subsidiary, Greer Hydraulics of Canada Ltd., has been announced by Edward M. Greer, president of the parent company, Greer Hydraulics Inc., New York International Airport, N.Y.

A wholly-owned subsidiary, the new firm has been established in order to provide the Canadian government, aircraft manufacturers, and air lines with complete facilities for the repair, maintenance, and modification of Greer test equipment. Ultimately, Greer plans to go into production of aviation test

equipment and hydraulic components in Canada.

Greer Hydraulics of Canada has set up its plant and offices at 1401 St. Patrick St., Montreal. Edward J. Scott has been appointed operational manager of the new firm (see "Names in the News", this issue).

\$10-a-Pound Orendas

Avro Orenda turbojets cost the Canadian government about \$70,000 each, according to information given in a recent speech in Los Angeles by Defence Production Minister C. D. Howe.

Mr. Howe was comparing the record of Canadian jet engine production with that of the U.K. and the U.S. Referring to Avro Canada, he said, "Some 1,500 high powered axial flow jet engines have been produced, a number somewhat larger than has been produced in the U.K., and we are now paying about \$10 per pound of thrust for these power-plants. I understand that U.S. engines of comparable performance cost rather more than this amount."

Current production Orendas are rated at "over 7,000" lbs. st. th.

Contracts Awarded

Contractors awarded business in excess of \$10,000 by the Department of Defence Production during the period September 16-October 15, include the following. The list does not include orders placed by the Department outside Canada or with other agencies, and increases in orders placed earlier—nor do orders classified as secret appear here.

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

Bancroft Industries Ltd., Montreal, \$13,782 for aircraft spares.

Canadair Ltd., Montreal, \$420,000 for aircraft systems training unit.

Canadian Car & Foundry Co. Ltd., Montreal, \$50,000 for airframe spares.

Canadian General Electric Co. Ltd., Toronto, \$10,699 for aircraft instrument test equipment.

Enamel & Heating Products Ltd., Amherst, N.S., \$50,000 for airframe spares.

Firestone Tire & Rubber Co. of Canada Ltd., Hamilton, Ont., \$10,00 for aircraft tires and tubes during period Sept. 24/54 to March 31/56.

Godfrey Engineering Co. Ltd., Lachine, P.Q., \$30,081 for modification kits for servicing oxygen trailers.

Goodyear Tire & Rubber Co. of Canada Ltd., New Toronto, Ont., \$21,730 for aircraft tires & tubes.

Imperial Oil Ltd., Ottawa, \$87,808 for aviation turbine fuel during period April 1/54 to March 31/55.

Imperial Oil Ltd., Ottawa, \$46,400 for aviation turbine fuel.

Northern Electric Co. Ltd., \$28,680 for aircraft electrical equipment.

Railway & Power Engineering Corp. Ltd., Montreal, \$16,678 for aircraft spares.

Rolls-Royce of Canada Ltd., Montreal, \$41,916 for aircraft spares.

Shell Oil Co. of Canada Ltd., Toronto, \$162,500 for aviation turbine fuel during period April 1/54 to March 31/55.

Sperry Gyroscope Co. of Canada Ltd., Montreal, \$565,129 for compasses.

Stanley Manufacturing Co. Ltd., Toronto, \$10,250 for aircraft navigation equipment.

Richards-Wilcox Canadian Co. Ltd., London, Ont., \$46,482 for repairs to hangars.

Abercorn Aero Ltd., Montreal, \$24,044 for emergency packs.

British American Oil Co. Ltd., Toronto, \$496,800 for aviation turbine fuel during period April 1/54 to March 31/55.

Canadair Ltd., Montreal, \$10,322 for aircraft parts.

Canadair Ltd., Montreal, \$56,704 for aircraft accessories.

Canadian Car & Foundry Co. Ltd., Montreal, \$60,000 for repair and modification of aircraft during period April 1/54 and March 31/56.

Dominion Rubber Co. Ltd., Kitchener, Ont., \$10,000 for airplane tires and tubes during period April 1/54 to March 31/55.

Shell Oil Co. of Canada Ltd., Toronto, \$26,260 for aviation gasoline during period April 1/54 to March 31/55.

Sperry Gyroscope Co. of Canada Ltd., Montreal, \$45,848 for aircraft navigation equipment.