

Britannia Variant?

Discussions have taken place at Montreal among executives of Canadair Ltd., Convair and the Bristol Aeroplane Co. about the joint design of a long-range turboprop airliner with a speed approaching 500 mph.

The talks were held in secret, but it is believed one promising design approach revolved around a thin-wing adaptation of the Bristol Britannia, powered by Bristol's new BE 25 engine. The collaborators hope to be in a position soon to offer 1960 production.

Strike Continues

There was no indication at month's end of an immediate settlement of the strike which, since July 11, has idled the Downsview production facilities of de Havilland Aircraft of Canada Ltd.

There were indications, however,

that both union and management were feeling the pinch. Strikers learned, for instance, that since they did not walk out in support of the guaranteed annual wage, they were not entitled to draw on the United Auto Workers' \$25,000,000 strike fund.

The company, with substantial orders for the RCN's new Grumman CS2F anti-submarine aircraft, was faced with the virtual certainty of being behind in its deliveries. The first CS2F is to be delivered next May; industry observers say it is now clearly impossible to proceed with the contract schedule.

On Oct. 2, the strikers rejected a memorandum of agreement drafted by Ontario conciliation officers. The proposed agreement offered immediate wage increases of 4 to 6 cents an hour, climbing to 8 to 15 cents by March, 1957. The union, by a 97 per cent vote, instructed its leaders

to press for a 10-cent increase retroactive to Sept. 1, 1954.

CanCar to Avro

With majority control of Canadian Car & Foundry Co. Ltd. now vested in the Avro Canada organization, a major reorganization of the executive structure has taken place. Sir Roy Dobson, chairman of the board of Avro Canada, is now CanCar's chairman. Crawford Gordon Jr., Avro Canada president, is vice-chairman.

Other new appointments to the CanCar board are Sir Frank Spriggs, managing director of the Hawker Siddeley Group; A. A. Baillie, Avro vice-president-finance and treasurer, and L. A. Bruce, CanCar vice-president and comptroller. E. J. Cosford continues as president.

Avro Increases

Some 3,000 office and design workers at the Malton plants of Avro Aircraft and Orenda Engines have won a three per cent wage increase retroactive to May 1. The new contract, with the AFL Machinists' Union, does not effect 11,000 production workers of the two companies.

Management agreed to assume the entire cost of group health and life insurance, instead of sharing it on a 50-50 basis with employees as in the old contract.

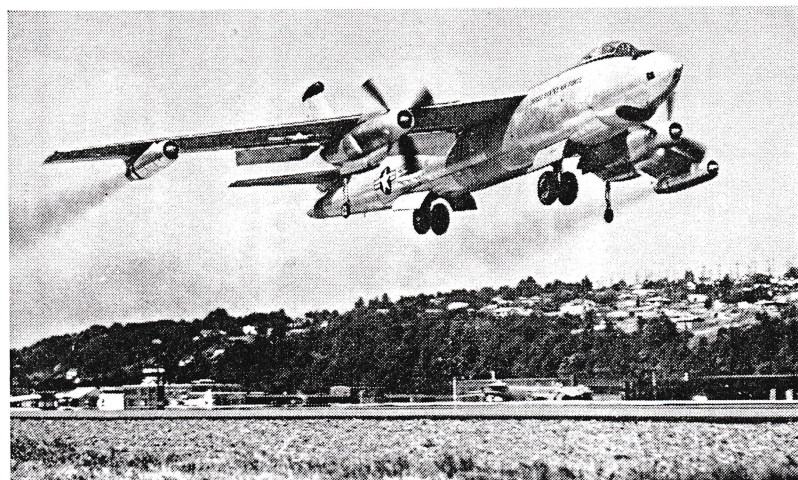
Canadair Reactor

Canadair Ltd. of Montreal has been awarded, on behalf of Atomic Energy of Canada Ltd., a contract to design and build components for a small, low-cost experimental atomic energy reactor. Its purpose will be to assist research into the problems still preventing construction of economical electricity - producing atomic power plants.

No official estimate of price has been announced, but it is reliably reported that it will be in the \$250,000-\$300,000 range.

The swing-type reactor will be of simple design and is expected to be operating in a year or less. It will be housed in a new building at the Chalk River atomic experimental station.

Commented J. Geoffrey Notman, Canadair's president: "We have already assembled a group of highly



TAKE-OFF AND LANDING: At top, a Boeing XB-47D is shown taking off from Boeing Field. The XB-47D is simply a standard B-47B modified to serve as a flying test bed for the Curtiss-Wright T-49 turboprop engine. Two T-49's (rated at 6,500 eshp each) are mounted in place of four GE J-47 turbojets at inboard pod positions. Below, a Boeing B-52 Stratofortress demonstrates its crosswind gear. The B-52 is the first production military aircraft to be fitted with this aid.

