

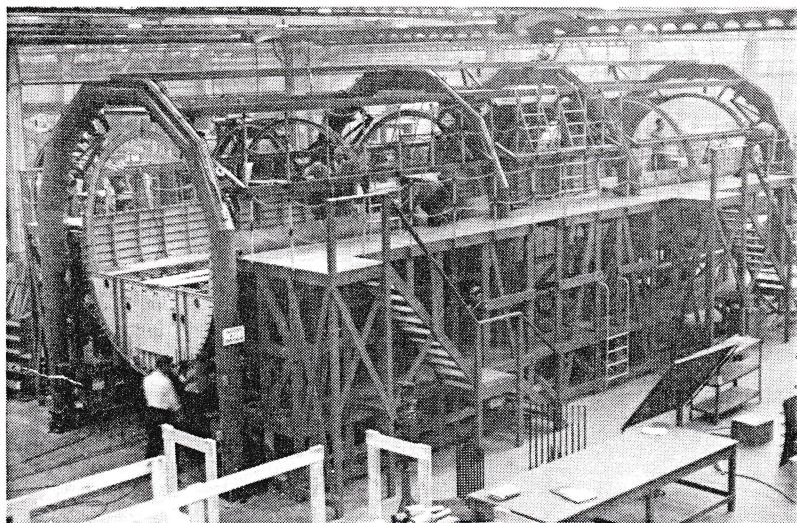
Tooling Order

Canadair Limited, Montreal, has received from the Republic Aviation Corporation, of Farmingdale, N.Y., a "substantial" order for aircraft tooling, it has been announced by J. Geoffrey Notman, Canadair's president & general manager.

Additional orders for original tool design may follow, Mr. Notman said. The initial contract follows visits to Montreal by executives of Republic and return visits to Farmingdale by R. A. Neale, Canadair's vice president for manufacturing, and Robert J. Hig-

our testing with our own facilities. This program goes a long way in making Canada self-reliant in jet engine test facilities. Until now we have had to rely heavily on test facilities elsewhere."

The biggest share of the expansion budget will be spent at Malton, the program operation there including six new soundproof development test cells, with provisions being made for increasing the number to eight, and a soundproof high altitude test facility permitting engine testing in the rarefied cold atmospheric conditions en-



THE JIG'S UP: This CL-28 centre fuselage assembly jig, now in use at Canadair, is thought to be the largest structure of its kind ever built in Canada. The height of the jig is 18 ft. 8 in.; the width, 26 ft. 3 in.; the length, 54 ft. Canadair has recently received additional firm orders from the Canadian Government for this big new patrol aircraft. The CL-28 has been designed for service with the RCAF's Maritime Air Command in a maritime reconnaissance role.

man, manager of manufacturing engineering. Republic builds F-84 jet fighters, F-103 interceptors and F-105 fighter-bombers for the United States Air Force.

Orenda Expansion

A \$7,700,000 expansion program in testing facilities will be almost completed by the end of the year at the Malton and Nobel plants of Orenda Engine Ltd., according to Walter P. McLachlan, vice president & general manager.

In his announcement Mr. McLachlan said: "These additions will permit us to conduct approximately 90% of

countered at high altitudes.

In addition there will be an aerodynamic test facility incorporating a wind tunnel for testing airfoil designs for jet engine blades as well as a combustion facility for testing performance and efficiency of engine and afterburner combustion. These also will be soundproof constructions.

The Malton construction, totalling 160,000 sq. ft. of floor space, will occupy 17½ acres of land. Included in the exterior plans are: a road linking the company's production plant with its engineering and laboratory buildings; a two-million-gallon water reservoir; a 350,000-gallon fuel tank increasing present fuel storage capacity to 650,

000 gallons; and an electrical step-down station to provide 25,000 horsepower.

Nobel construction will add approximately 20,000 sq. ft. of floor space to the plant there, including a test facility for developing mechanical design feature of afterburners; a test cell for investigation of internally cooled turbine blade design; and a two-storey office building with a single-storey storage building.

All the Nobel program and part of the Malton work will be completed by the end of this year. The electrical step-down station will go into operation around September, 1957, the exact date being controlled by the completion date of Ontario Hydro's new Richview transformer station.

Mr. McLachlan said the noise factor inherent in the new facilities had been given a great deal of attention. Silencing measures had been adopted which would result in noise no more bothersome to the community than from any other normal operation. Preliminary ground levelling operations have already begun at Malton while the work at Nobel was started last November.

CL-28 Weight Saver

Three percent, or 1,000 pounds, in the structural weight of Canadair's CL-28 submarine hunting aircraft is being saved by metal bonding, according to "Canadair News."

CP&W Expansion

A \$5,000,000 expansion project has been announced by Canadian Pratt & Whitney Aircraft Co. Ltd., to enable the company to adapt the products of its associated companies, Hamilton Standard, and Sikorsky Aircraft divisions of United Aircraft Corporation, to meet special Canadian conditions and, ultimately, to carry out original design and development in Canada.

According to Canadian P & W President R. T. Riley, the \$5,000,000 will be spent on the construction of a 90,000 sq. ft. addition to the firm's Jacques Cartier plant, purchase of additional machinery and equipment, and enlargement of company helicopter facilities. This figure is over and above the cost of machinery and equipment purchased from the Canadian Government last September. The new addition will include an extra 25,000 sq. ft., bringing the total to 115,000 sq. ft., which will be rented. Mr. Riley also pointed out that Canadian Pratt & Whitney