Doman-Fleet Helicopters

Doman Helicopters, Inc., Danbury, Connecticut, has announced the formation of a Canadian subsidiary known as Doman-Fleet Helicopters, Limited. However, Fleet Manufacturing Ltd., Fort Erie, Ont., reports that details of the new organization have not been completed and, in fact, no deal has yet been consummated.

According to the announcement, Doman-Fleet Helicopters has been conceived to build Doman helicopters for the Canadian military and commercial markets.

D H Jet Trainer

The de Havilland Aircraft of Canada Limited is giving consideration to the design of a turbojet *ab initio* trainer, according to AITA. The Association says that de Havilland planners calculate at least 80% of RCAF aircraft will be jet propelled by 1958. They consider it will be cheaper and more efficient for the Air Force to train its pilots right from the first flight on a jet aircraft.

Pilot conversion to piston engines in the remaining 20% would be a minor program which could be conducted at squadron level, the AITA says. The company is evaluating low power jet engine data from the U.K. and the U.S., together with military trainer requirements.

Otter Overseas

A de Havilland Otter is now based at Hatfield, England, where it will be used by the parent de Havilland concern for demonstration purposes, as well as for general utility flights on company business. Reports from the U.K. say there is no intention to manufacture the Otter in the U.K., but it is thought that it may find a ready market in the Scandinavian countries and certain areas of Europe.

860 Aircraft

The RCAF accepted a total of 860 aircraft from Canada's Aircraft Industry during the 13 month period from September, 1952, to September, 1953, inclusive. This information was given to the Canadian Industrial Preparedness Association while members were touring the RCAF's Central Experimental & Proving Establishment at Rockcliffe.

The figure evidently included aircraft being returned to the Air Force after overhaul and/or modification, as well as new machines just off production lines. The aircraft were of 17 different types.

The CIPA members were also told that the CEPE maintains acceptance teams at four main production and overhaul centres—Montreal, Toronto, Winnipeg, and Edmonton, and a mobile acceptance unit at Rockcliffe.

OUTSIDE AND IN: Canadair's newest addition to its facilities is this 170,000 square foot hangar, said to be one of the largest in Canada. The hangar was built to help accommodate expanding production of T-33AN Silver Stars. The rapid rate at which these jet trainers are now being turned out is graphically illustrated by the interior picture. Hangar also houses T-33 technician's school.

Orenda Plant Sold

Avro Canada recently announced that it had purchased the government-owned gas turbine plant where Orendas are currently in production. Reported sale price was $17,500,000. The deal brings both aircraft and engine operations under the private ownership of Avro Canada, whose investment in aviation development, research, design, and production facilities now exceeds $40,000,000.

One of the requirements of the deal was that Avro Canada maintain the engine plant as a defence production facility for the next ten years. In addition, the sale did not include certain machine tools and specialized equipment provided under government capital assistance.

Necessary funds for the acquisition of the gas turbine plant were provided by the parent Hawker Siddeley Group.

The deal involved purchase by Avro Canada of all Malton buildings and land now owned by the Government. In addition to the jet engine plant, they include two 100,000 sq. ft. hangars, an almost new storage building, a number of smaller buildings, and about 30 acres of land. The additional buildings increase Avro Canada's manufacturing, hangar, and storage space to

some 2,654,000 square feet, on some 350 acres of land.

Simultaneously with the purchase of the gas turbine plant, new steps were taken in the decentralization program at Avro Canada, which is expected to ultimately result in each division — Airframe and Gas Turbine—operating as an entirely separate entity reporting to a corporate body headed by Crawford Gordon, Jr.

These new steps included the setting up of a separate Gas Turbine Sales & Service Department under Frank L. Trethewey. The new Department embraces the following functions: contracts administration; parts; service. Gas Turbine Division also has its own Industrial Relations Department (welfare, recreational, personnel); Accounting Department, as well as an Illustration Department.

WELDER'S DELIGHT: In attendance at the recent Western Canada metals & welding show were, L to R: J. G. Pinto, Alloy Metal Sales, Toronto; A. Niessner, Motor Coach Industries, Winnipeg; D. A. Newey, W. M. Auld, Edwin MacDonald, and W. Dunbar, all of MacDonald Bros. Aircraft Ltd., Winnipeg. Sponsored by Alloy Metal Sales Ltd. in its new Winnipeg warehouses, the show included exhibits by more than 50 Manitoba metals manufacturers. Group is shown examining an Orenda hot end, made by MacDonald Bros. Right foreground is an Edo float, also a MacDonald product.

Britannia Order

A quantity order for a military version of the Bristol Britannia is to be placed with The Bristol Aeroplane Company, Filton, England, by the RCAF, according to a report received from the U.K. The Britannia will provide a replacement for the Lancaster 10MR's, which the RCAF has been using as a maritime reconnaissance aircraft for the past three years. Three squadrons now fly the venerable Lancasters.

This latest of reports concerning a new maritime aircraft has not been confirmed by the RCAF. When asked to comment, Director of Aircraft Production T. N. Beaupre flatly stated that his department had not been requested to process an order for Britannias.

According to the report, Bristol is to give super-priority to the order and expect to make first deliveries late in 1954. Final details are said to have been ironed out when top RCAF officers were in England recently for the SBAC Show.

There are four versions of the Britannia in the Bristol production line-up. Currently in production for BOAC is the Mark 100, of which the air line has ordered 15. This version is powered by four Bristol Proteus 705 turboprop units, each rated at 3,780 eshp, and will have accommodation for 100 passengers.

The three other versions are the Marks 200, 250, and 300, all of which will be powered by the more powerful Proteus 750, which is rated at 4,150 eshp.

The version to be built for the RCAF will be basically the Mk. 250 freight-passenger model with the Proteus 750 power units.

Main factors which have determined the Britannia's purchase are its range and roominess. It will be able to carry unlimited radar and electronic apparatus, rescue gear, including life boats, vast quantities of depth charges and other heavy offensive weapons. In addition, there will be sufficient accommodation for the aircraft to carry two crews during operational sorties; the object of this is that the crews will operate on a shift basis, so that throughout patrols there will always be one complete crew resting. This is expected to go a long way to solving the problem of crew fatigue.

Contracts Awarded

Contractors awarded business in excess of $10,000 by the Department of Defense Production during the period August 16 to September 15, include the following. The list does not include orders placed with 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 are current *Aircraft* advertisers.)

Abercorn Aero Limited, Montreal, $12,295 for life raft assemblies and spares.

Aviation Electric Limited, Montreal, $32,143 for aircraft regulator spares.

Babb Co. (Canada) Limited, St. Johns, P.Q., $26,517 for airframe spares.

Canadian General Electric Co. Limited, Toronto, $15,694 for electronic tubes.

Canadian Marconi Co., Montreal, $17,598 for electronic supplies.

Canadian Marconi Co., Montreal, $13,615 for electronic tubes.

Canadian Westinghouse Co. Limited, Ottawa, $12,989 for electronic tubes.

Fairey Aviation Co. of Canada Limited, Eastern Passage, N.S., $300,000 for airframe spares.

Godfrey Engineering Co. Limited, Lachine, P.Q., $122,107 for ground handling equipment.

Imperial Oil Limited, Ottawa, $157,300 for aviation turbine fuel.

MacDonald Bros. Aircraft Limited, Winnipeg, $19,776 for airframe spares.

Ross-Smith Co. Limited, Montreal, $194,117 for aicraft covers.

Canadian Pratt & Whitney Aircraft Co. Limited, Longueuil, P.Q., $26,234 for aircraft spares.

Canadian Pratt & Whitney Aircraft Co. Limited, Longueuil, P.Q., $40,000 for aircraft spares and tools.

B. W. Deane & Company, Montreal, $113,460 for aircraft cleaning machines.

Railway & Powering Engineering Corp. Limited, Montreal, $31,042 for aircraft spares.

Sperry Gyroscope Co. of Canada Limited, Montreal, $30,964 for airborne electronic equipment.

R. E. Stewart Construction Corp., Sher-