

Aircraft Builders Begin Producing

Tripp Flying School Changes Hands

Len Tripp, one of the real old-timers in aviation, has relinquished control of his flying school at Barker Airport, near Toronto. The organization, which will continue to bear his name as "The Tripp Flying School" is now owned and operated by Don McLaren and Hugh Thomson who until recently were instructor and air engineer, respectively, of the school.

Aeronca Output Planned For 35 a Day

Aeronca Aircraft Corporation, a pioneer personal plane manufacturer, announced an immediate expansion program which will increase production of light planes from the present daily capacity to 20 to 35 per day.

The board of directors, in authorizing the expansion program, notes the unprecedented demand for Aeronca planes which are now rapidly rolling off mechanized conveyor assembly lines following post-war reconversion. The present production model is the tandem, two-seater Champion.

Survey of Canadian Plants Shows Number of Designs Nearly Ready

DELIVERIES WILL SOON INCREASE

Faced with the problem of reconverting from war to peacetime production, the aircraft industry is beginning to get organized for the years ahead.

Many of the companies have been severely handicapped due to Crown holdings of buildings, machines, etc., and this problem has been added to that of supply. The general and unavoidable dislocation following the end of the war, and the shortages that resulted, have been felt in the aircraft builders' plants.

Latest information received from the various plants is as follows: *

A. V. Roe (Canada) Ltd.: Currently cleaning up the loose ends left in the change-over from Victory Aircraft to A. V. Roe, and preparing a number of Lancaster bombers for storage until the peacetime RCAF calls them out again. Also, the company has orders to build five Tudor transport conversions of the Lincoln, for use by the RCAF as freight and transport aircraft.

The firm also is working on

a design project for a jet-propelled fighter for the Canadian air force, and has called on E. H. Atkin to head the design team. Mr. Atkin is one of the ablest designers of the Hawker-Siddeley group in England.

Canadian Car & Foundry Co. in Montreal is continuing its experiments with the prototype of the Burnelli CBY-3 cargo plane which has undergone successful initial test flights a few months ago. It is understood current experiments are concerned with the various engine installation possibilities.

Cub Aircraft Corp.: This firm is employing about 135 people, building J-3 tandem Cubs. The first company in Canada to build and deliver a light plane since V-J Day, Cub has now delivered 14 machines, and anticipates production of 18 to 20 per month. Built to the designs of Piper Aircraft in the United States, the company can call on the design experience of a firm that has turned out in the neighborhood of 18,000 aircraft.

deHavilland Aircraft of Canada: The first Fox Moth, medium transport type air-

plane from this firm has been test flown, and production of this type of machine is going ahead. The first five are expected early in February, and the remainder of the 50 projected Fox Moths should follow rapidly. The company has ordered a number of Dragon Rapides from the English parent company, and will assemble these twin engined transports when they are received—probably this spring. Although no orders have yet been received for the Rapides, it is understood the firm has substantial orders for the Fox Moths.

Fairchild Aircraft, Longueuil, has converted almost all of its vast factory space to the production of prefabricated houses. The company has decided to remain in aviation, however, and may be expected to announce plans for a new aircraft this spring. No details have been released for publication yet.

Fleet Aircraft Ltd.: The prototype Canuck from the Fleet Fort Erie plant has been flying for some time, and the company expects to begin delivering aircraft already sold early in February. The initial production program calls for 100 of these machines, the first of which are already moving along the assembly line. As material shortages are cleared away, the number of employees working on the project will increase. The firm is also contemplating additional lines of aircraft, but is not yet ready to make a more complete statement regarding them.

Noorduyn Aviation, Montreal, is in a transition period since stockholders of the company decided to quit the aviation business and change the name to Nuclear Enterprises. R. B. C. Noorduyn has resigned as vice-president and general manager of the original company, is purchasing the aviation assets and probably will form his own aircraft company.

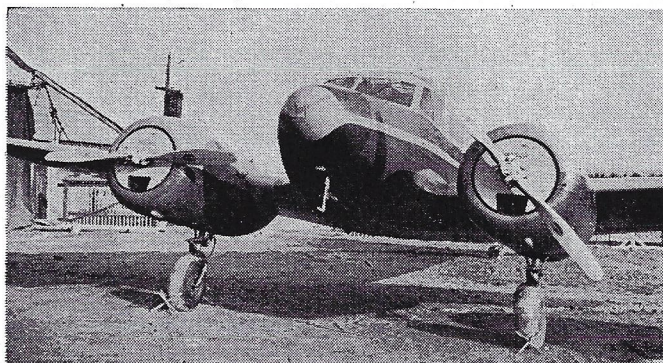
Noury Aircraft Ltd.: The first Noranda has been built by this firm, but plans for the future have not been finalized, and until they are, officials prefer not to commit themselves.

Continental Motors Adds New Products

Continental Motors Corp. will start production of a new Diesel engine line and a new hydraulically operated controllable pitch propeller as soon as tooling can be completed, C. J. Reese, president, states.

The Diesel engine line has been under development for several years and substantial orders already have been received, he said. The propeller, developed by Continental Aviation and Engineering Corp., a subsidiary, is to be made by the latter company in the government-owned plant in which operations were conducted during the war.

Flying Clubs Given Cessna



Pictured above is "Miss Imperial"—a Cessna Crane donated to the Royal Canadian Flying Clubs' Association by Imperial Oil. The ship was photographed by Canadian Aviation just prior to delivery from the Leavens Bros. shops, where it was reconverted from an RCAF training plane for the flying clubs' use.