

## Fleet Is Back

When Fleet Manufacturing and Aircraft Limited dropped the "Aircraft" from its name, and became simply "Fleet Manufacturing Limited", it was generally accepted that Fleet had abandoned aircraft manufacturing for good. Soured by the failure of the predicted postwar personal plane market to materialize, the Company reorganized its facilities to make buses, aluminum screen-storm windows, and other sundry products. This kept the firm busy until such time as materials shortages started to pinch output seriously.

But President George Clarke looked over the Fort Erie, Ontario, plant and decided that if it had played such an important part in World War II aircraft production, it could easily do the same job in the present defence build-up. He and his men went out after orders—they got them, too. Recently Fleet revealed that it had letters of intent for orders with a reported total value of about \$7,000,000.

It is going to produce nose assemblies for USAF Republic F-84 Thunder jets as sub-contractor to Republic Aviation Corporation; for Avro Canada it is to make outer wing panels for CF-100s; and for de Havilland it is going to manufacture Beaver wing and fuselage components. In addition, it is to do sub-contract work for two electronic firms. These orders are expected to boost employment from its present 200 to a possible top of 2,000.

## RCN Buys Bells

The RCN has purchased three Bell helicopters which it plans to use in connection with its Arctic operations. The machines will be based at HMCS Shearwater until such time as a specially built patrol craft now under construction for the Navy at Sorel, P.Q. with helicopter landing platforms fore and aft is completed.

The helicopters will be used for spotting ice fields, and general communications, liaison, and northern rescue work.

## New Sub-Contractor

Chatco Steel Products Ltd., of Tilbury, Ontario, has been given the job of manufacturing CF-100 sub-assemblies, according to a recent joint announcement from Avro Canada Vice-President & General Manager Walter

Deisher, and Chatco President H. S. Shannon.

The assemblies to be made by Chatco include rear centre section fuselages, rear fuselage sections, tailplanes, rudders, fins, and tail cones.

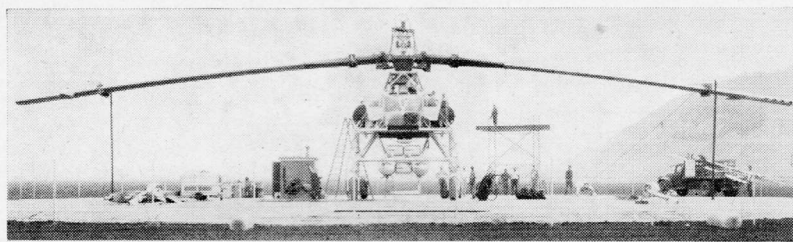
It is estimated that the program will require from 800 to 1,000 workers.

## RCAF Neptunes?

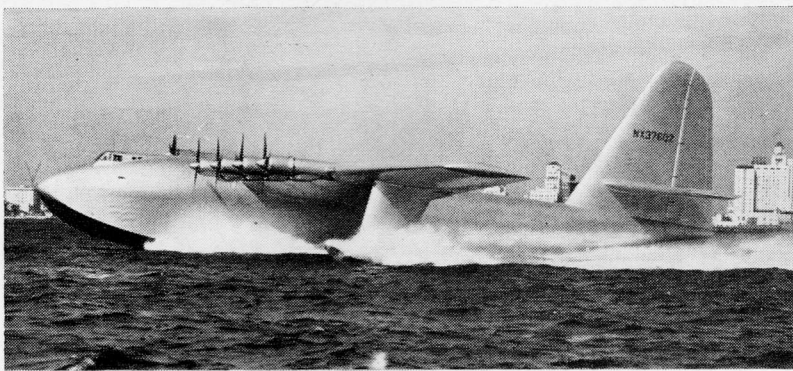
An RCAF party recently paid a visit to Lockheed Aircraft Corporation in California, where they studied performance and technical data on the P2V Neptune. The party, composed of

Beechcraft T-36 twin engine trainer, has been made by Canadair President John Jay Hopkins. American sources say that the bulk of the order has gone to Canadair, rather than to Beech, whose design proposal was selected by a narrow margin over Canadair's in a USAF design contest. Canadair says that it will also be producing an unspecified number of the trainer/transport for the RCAF.

In addition to the aircraft which the Canadian company will produce as a prime contractor, it will co-operate with Beech in the engineering design of the aircraft, and in the design and fabrication of many of the tooling items. Production of the T-36 by Can-



**TWO GIANTS:** Each the biggest thing in its class, the Hughes HK-1 flying boat and XH-17 helicopter are soon to be taking to the air. The HK-1 first flew in 1947 and is scheduled to fly again this month. Built entirely of Duramold processed plywood, it grosses 300,000 lbs., and is powered by eight P & W Wasp Majors of 3000 hp each. Wing span is 320 ft. 6 ins. Below is the XH-17 "flying crane", said to be designed to lift heavy weights short distances (tanks, etc.). Its 136 ft. span, two-blade rotor is turned by two General Electric J-35 turbo jets. It is the largest helicopter in the world, but is not yet quite ready for its first flight.



Squadron Leader W. Y. Martin, Group Captain R. D. Davis, and Squadron Leader R. R. Ingrams, also flew in the Neptune with Lockheed test pilots.

The Neptune has been in service with the USN since 1945, and recently Britain and Australia announced that they were to purchase fleets of the latest model of the aircraft.

## Confirmation

Confirmation of the selection of Canadair Limited by the U.S. government as joint producer of the new

adair marks the first time the USAF has placed an order of this size outside its borders. Canadair's initial share is reported to be 300 aircraft.

Canadair describes the T-36 as being basically an advanced twin-engine trainer, but readily convertible to cargo transport. The cabin has ten rearward facing seats, which can be folded away for quick conversion to cargo carrying. As a cargo aircraft it provides approximately 500 cu. ft. of space and can handle 4,000 pound loads.