

Bristol Buys Land

The Bristol Aeroplane Company of Canada Limited has purchased a tract of land in Montreal North and it is expected that it will eventually be used for the construction of a new plant . . . probably to replace that now used by Bristol Aeroplane Engines (Eastern) Limited. Earlier reports that construction had already been started on a \$4,000,000 plant have been described by Bristol as being "premature and exaggerated".

CanCar to Move?

Consideration is being given to the sale of the Canadian Car & Foundry Aircraft Division's Ville St. Laurent plant to Canadair Limited, according to reports from Montreal. Canadair is interested in obtaining the plant for storage space, while Canadian Car has for some time been mulling over the idea of consolidating the activities of the Aircraft Division at the Fort William plant, where it is now carrying out the Harvard manufacturing program. The Ville St. Laurent is used for a production line type Harvard overhaul operation and for the manufacturing of Harvard components. Norseman manufacturing operations are also situated at this plant.

Reports have also been forthcoming from British Columbia that Canadair Limited was planning to set up a western division at Penticton. These reports, however, have been discredited by Canadair officials.

Source of Power

The RCAF still plans to use the Avro Orenda as a powerplant in Canadair-built F-86E Sabres, according to Crawford Gordon, Jr., Avro Canada president and general manager. Mr. Gordon re-affirmed the choice of the Orenda as the Sabre's future source of power in a recent speech before the Canadian Club in Toronto, and said that engines would be supplied to Canadair as soon as production permits.

He noted that the new 400,000 square foot plant specifically designed for the production of the Orenda and other jet engines is now being equipped and staffed. By the end of April all of the machine tools and equipment are to have been installed in the plant,

with the exception of those still in short supply.

The speaker said that "barring unforeseen difficulties, we will have one or two squadrons of CF-100 fighters in the hands of the RCAF this year and 1953 will see our production task well in hand." He did not think Avro Canada would produce great numbers of the aircraft this year because of large-scale changes in the armament requirements.

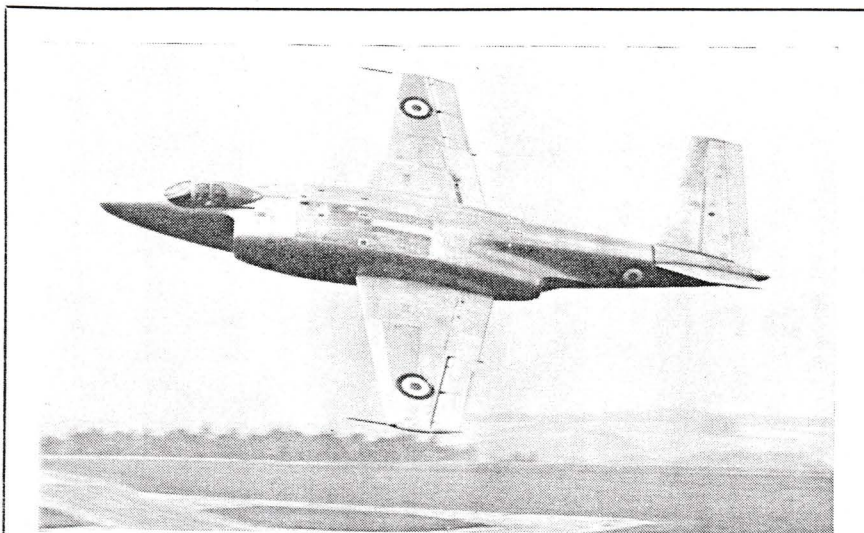
Mr. Gordon also said that when the company reaches full production, 30,000 individual Canadians would handle various phases of its sub-contract work

requirements of the RCAF. During its development period, the Orenda has had thousands of hours of test running in the air and on the ground.

Nuclear Application

The Boeing Airplane Company was recently awarded a USAF contract for an engineering study of the application of nuclear power plants to aircraft. The contract, under which Boeing is working in close co-operation with Pratt & Whitney Aircraft, was actually awarded last year, but its existence was only recently announced.

Two other nuclear power contracts were also awarded by the USAF last year: Consolidated Vultee Aircraft Corporation was charged with developing



DOUBLE-BARRELED: Powered by two Rolls-Royce Avons, this Vickers Supermarine 508 is designed for operation from aircraft carriers. Although it is considered a supersonic airplane, the use of flaps on the leading edge of the wing as well as the trailing edge give it low-speed characteristics quite within the limits of those necessary for "landing on". Note butterfly tail, used for the first time on a high speed aircraft. No details are available, but climb is thought to be spectacular.

(these are additional to Avro Canada's own staff) . . . some 400 individual companies are now supplying products to the Toronto company . . . not only has Avro Canada done much engineering work itself, but it has let out some 500,000 hours of design work to engineering firms . . . another 650,000 hours have been let out to various firms all over Canada for work on jigs and fixtures . . . Avro Canada's average total purchase orders come to around \$4,000,000 a month and have gone up to as much as \$9,000,000.

Orenda Type Test

The production model of the Avro Canada Orenda has successfully completed the running of the official 150 hour type test. This means that the production engine meets the rigid re-

an atomic-powered airplane, while General Electric Company was given the job of designing and building a suitable nuclear propulsion system for this airplane.

Contracts Awarded

Contractors awarded business in excess of \$10,000 by the Department of Defence Production during the period February 1-29, 1952, include the following. The list does not include orders placed by the Department outside Canada or with other government agencies, and increases in orders placed earlier—nor do orders classified as secret appear here.

(Names appearing in bold face are current Aircraft advertisers.)

Aircraft Industries of Canada Limited, St. Johns, P.Q., \$993,000 for repair and overhaul of aircraft.