



Construction

Exports and Imports

Exports of aircraft and associated parts from Canada during the January-July period, 1950, were valued at \$2,883,000, as compared with \$9,554,000 for the same period in 1949 and \$2,555,000 in 1938. The figures for these three years for the month of July only were respectively ('38) \$61,000, ('49) \$2,900,000, and ('50) \$326,000.

Imports for the same seven months were valued at \$6,127,000 in 1950, \$9,064,000 in 1949, \$1,773,000 in 1938. For the month of July only, the figures were respectively ('38) \$61,000, ('49) \$2,900,000, and ('50) \$326,000.

Big Doings At Avro

A possible peak employment of 10-12,000 at Avro Canada was predicted by Sir Roy Dobson, president of the company, when he paid a visit to Toronto recently in the company of Sir Frank Whittle, now technical advisor to BOAC. Sir Roy painted a rosy picture of what could be expected at Avro Canada. Already a new and separate building was being constructed for the production of Orenda jet engines only. He pointed out that both the Orenda engine and the C-102 and CF-100 airplanes were designed so that they could be built by semi-skilled labor. He expected that a large number of women will be employed eventually, so that all new additions to the present plant, as well as new buildings, are being planned with the necessary facilities.

Sir Roy also said:

- If orders were received for the Jetliner, it would be built with the aid of extensive sub-contracts, so that in effect the machines would simply be assembled at Avro.

- British European Airways was very interested in the Jetliner and wanted to operate it over some of their shorter routes.

- He thought the CF-100 would have to be part of Western Union defences. This was the reason that he had been anxious to have it appear at the SBAC show.

- The RCAF will receive the first production model of the CF-100 in the very near future.

- There are now five CF-100s on the

production line which will be powered by Orendas.

- New jet test houses with extensive silencing equipment are being constructed.

- Avro now has an engineering staff of about 1,000.

- It will take two years to reach peak production. Most of the necessary machinery, tools, jigs, etc., are on hand, labor being the main problem.

Doves for the RCAF?

The de Havilland Dove is to be evaluated by the RCAF as a possible replacement for the Beech 18, according to reports from sources in the service. The Beech 18 is currently used

as a twin-engined trainer and a light transport.

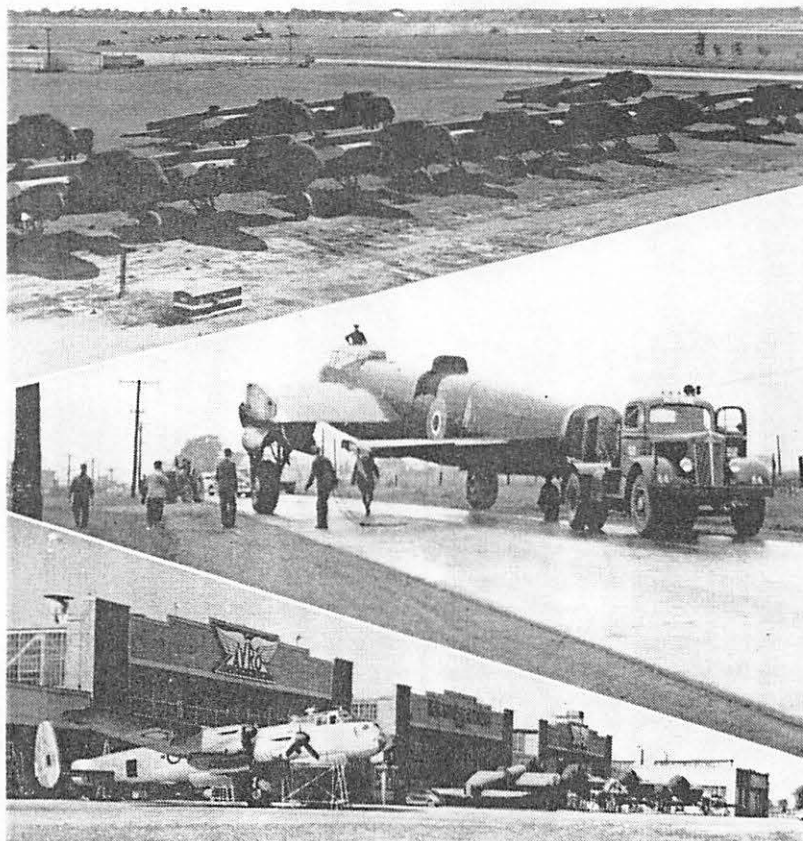
Martin Baker in Canada

Martin Baker Aircraft Co. Ltd., Uxbridge, England, is considering establishing a plant in Canada. Martin Baker makes ejection seats for CF-100 and the F-86A.

Cessna Expansion

Expansion of manufacturing facilities through the purchase of an additional plant, has been announced by Cessna Aircraft Company of Wichita, Kansas. The move was necessitated by Cessna's growing production program of both civil and military aircraft.

This company is currently manufacturing major assemblies for the Wichita built B-47 Boeing Stratojet, the Cessna L-19 for the U.S. Army Ground Forces, and the LC-126 for the USAF, as well as the Cessna 140, 170, 190, and 195.



NEW JOBS FOR OLD WARRIORS: A large number of Avro Lancasters which have been in storage since the war's end are now being put back into service with maritime and photographic squadrons. Top picture shows mothballed Lancasters lined up outside Avro Canada's Malton plant. Middle picture shows one of these aircraft being towed by road to Downsview Airport, some ten surface miles from Malton Airport. At Downsview some fifty of the Lancasters are being prepared for RCAF service by The de Havilland Aircraft, under subcontract to Avro. Avro is also continuing to carry out this work (machine ready for test in lower picture) but expects to taper off gradually.