

Aircraft Production in Canada

By E. V. RIPPINGILLE, Jr.

Director of Aircraft Production

UNDER the impetus of a large defence program, the aircraft industry is being rapidly expanded in its scope. Provisions are being made for the manufacture of many items such as bearings, instruments, and engines which have heretofore been imported. In the establishment of the facilities for the manufacture of these new products we must do so in a manner that will anticipate the need for rapid expansion but with the hope that that need will never arise.

The minimum of special tooling to produce materials to the exacting requirements of the aircraft industry will have a capacity in excess of our current needs. But to do a less complete job of tooling would require a retooling in the event higher production is necessary. At the same time and on a continuing basis we must revise this tooling and the processes in order that we are prepared to produce the most up-to-date product.

The quantities of aircraft to be produced are very small in comparison to the quantities produced during World War II. We are really talking in terms of what are called "Educational Quantities". The unit costs will be relatively high but production in excess of our realistic requirements would be even more costly and the obsolescence great. The tooling and engineering phases of the program are paramount.

We have done much in the last two years but this year will see the completion of most of the projects which required buildings and machinery which is still very difficult to obtain. But more important than that is the vast amount of engineering and production talent that has been organized and developed to an extent never before known in Canada. In terms of preparedness that talent and skill will be our most valuable asset and by the same token it will be our greatest contribu-



tion to the productive capacity of the country should this present emergency be concluded.

The details of the program have been enumerated many times. The overall plans are reasonably well stabilized but there will be never-ending changes and modifications to keep pace with variations in requirements and the technical developments which will constantly harass the production people.

Avro Canada has developed not only a gas turbine but they have

started to move into their new engine plant and before long they will be in production. Engines produced to date have come from an enlarged model shop. The CF-100 is still undergoing test and development but, like all aircraft, it will continue to be developed until it is fundamentally obsolete. Production is slow but is being gradually accelerated.

Canadian Car and Foundry Company at its Fort William plant is producing the trainer aircraft to fill the needs of the RCAF, the USAF and for foreign commitments. In addition to the aircraft they will shortly produce the propellers and landing gears. Canadian Pratt and Whitney are building and equipping a plant at Longueuil to produce engines and engine spares.

The de Havilland Aircraft of Canada Ltd. have produced the Chipmunk, an elementary type trainer which they developed. They are also producing, in even greater quantity, their Beaver, which is outstanding for its success in bush operations on this and many other continents. They have recently announced a larger version of the Beaver which is known as the Otter.

Canadair Limited, producing the F-86 Sabre Jet, is doing an outstanding job. Substantial orders are on hand and an increase in the production rate is being planned. In addition they are tooling (Continued on page 71)

international situation is not likely to produce any cutbacks in orders, since the present program represents the minimum considered necessary to provide adequate air defence. As a result, Canada's Aircraft Industry can count on a substantial backlog which will see it through the next ten years. The lean years are past for the present at least. Who knows, they may never come again.

E. V. RIPPINGILLE

(Continued from page 17)

up for a jet trainer and twin engine navigation trainer.

Many other projects have been or will shortly be completed. Products new to Canada, such as instrument bearings, precision aircraft forgings, aircraft engine gears and fuel systems are rounding out the program and further ensuring the availability of components to this rapidly expanding industry.

While the production rates are relatively low and the design and change problems ever present, we must maintain these facilities ever ready for immediate expansion to produce the greatest possible aircraft of the most modern and most effective design.

C. D. HOWE

(Continued from page 15)

production or producing components in this country for the first time.

In the past year we have seen steady progress made in the preparations for the production of aircraft to meet our defence requirements. The tooling up and preparatory period is of necessity somewhat long drawn out where many of the items to be produced are still in the development stage and when in many cases new plants and facilities had to be set up. It should, however, be borne in mind that we have been working on the basis of a three-year programme. On the whole, our progress in this first year has been satisfactory.

Looking ahead, I feel that the programme will move at an increasing pace during the coming year. The pattern is pretty well laid down now. In this period of accelerated preparedness, as during the last war, I am confident that our aircraft industry will serve Canada well.

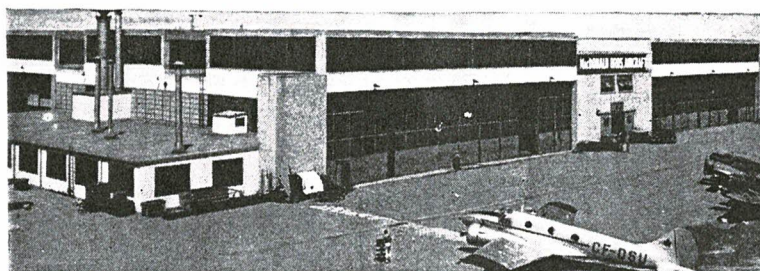
March, 1952

CANADA'S NUMBER ONE SOURCE FOR AVIATION SUPPLIES

FABRIC AND TAPES



WORLD'S PREMIER AIRPLANE FABRIC



MACDONALD BROS. AIRCRAFT LIMITED

OTTAWA - WINNIPEG - VANCOUVER

AIRCRAFT PARTS & SUPPLIES

CHANGE OF ADDRESS

464 St. John St.
Montreal, Que.
Telephone: LA. 9246

*Abercorn
Aero Limited*