

## Avro-CanCar Deal

A. V. Roe Canada Limited completed the purchase early this month of a controlling interest in Canadian Car & Foundry Co. Ltd. Avro's original offer was \$30 per share for those shares deposited under the offer, and was conditional upon acceptance, within four months after making the offer, by the holders of not less than 90% of each class of shares. Subsequently, 92% of the Class A and common shares were deposited and later taken up and paid for by A. V. Roe Canada.

No changes in CanCar management or staff are contemplated at this time.

## D-H Still Idle

New talks between union and management took place at September's end but failed to settle the strike of

1,700 production workers which, since July 11, has idled the Toronto plant of The de Havilland Aircraft of Canada Ltd. Several earlier rounds of negotiations have also ended in failure.

The union demands a 10-cent-an-hour wage increase. Management offers a four-cent increase tied to a two-year contract. Pre-strike rates at de Havilland averaged \$1.72 an hour.

Charles A. Mossman, president of the striking United Auto Workers local, asked in a telegram to Defense Production Minister Howe for assurance that the Federal Government was not subsidizing de Havilland in sitting out the strike.

## High-Altitude CF-100

Avro Aircraft Ltd. of Malton confirms that in the Mark 4C it has substantially improved the performance

of its CF-100 all-weather interceptor. The new model, each wing lengthened by three feet, is said to reach 55,000 feet and speeds in excess of 600 mph.

Air Force Headquarters says the Mark 4C will not go into service for some time. Several development aircraft are being test-flown by Avro.

Existence of the improved CF-100 was first made known at the Farnborough air show in Britain, where visiting Avro officials "leaked" the news to the press. Plant officials at Malton, apparently caught unprepared, said the performance figures were only speculation.

There were reports, too, following Farnborough, that the RAF could be expected to order a modest number of CF-100s to bolster its lagging all-weather fighter force. An Air Ministry spokesman said flatly: "We're not buying any."

Avro sales representatives are said to have discussed export possibilities with officials from South Africa, Belgium and West Germany.

## Sperry Exports

Sperry Gyroscope Co. of Canada Ltd. has received a \$1,300,000 contract from the U.S. Air Force for fire control equipment, Managing Director B. W. King announces. The contract, first of its kind to be received by a Canadian manufacturer, will be completed within one year.

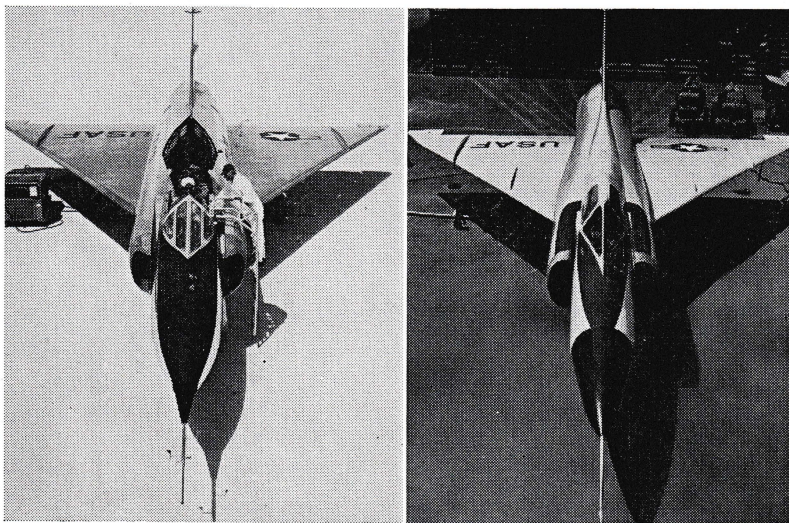
Parts manufacture and assembly will take place in Sperry's Montreal plant, established by the Defense Production Department to turn out aircraft and marine instruments, and purchased last April by Sperry.

Incidentally, the U.S. Aircraft Industries Association reports that in 1954 some 37 Canadian suppliers and subcontractors contributed to American aircraft production. This total was exceeded only by Britain, where 38 contractors were shipping to the U.S.

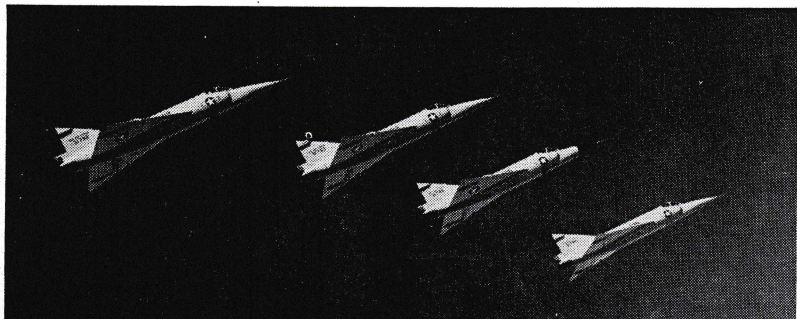
## Opportunities

Three Toronto area companies, Avro Aircraft, Orenda Engines and de Havilland Aircraft, working with the University of Toronto's Institute of Aerophysics, have developed an education-aid program leading to the Master of Science degree in aeronautical engineering. Courses are open to candidates who hold bachelor degrees in aeronautical engineering.

The participating companies have agreed to give leave of absence to participating employees, to pay all course



**WASP WAIST:** Contrasting photos of Convair YF-102 (L) and F-102A (R) illustrate the visible effect of the so-called "area rule", which amounts to a very simple way of reducing very greatly the sharp drag rise that occurs at transonic speeds. By pinching fuselage where wings attach, the cross section area of the fuselage and wing together become the same as it would be for the streamlined fuselage only. Below are shown four of the all-weather single-seat F-102A's.



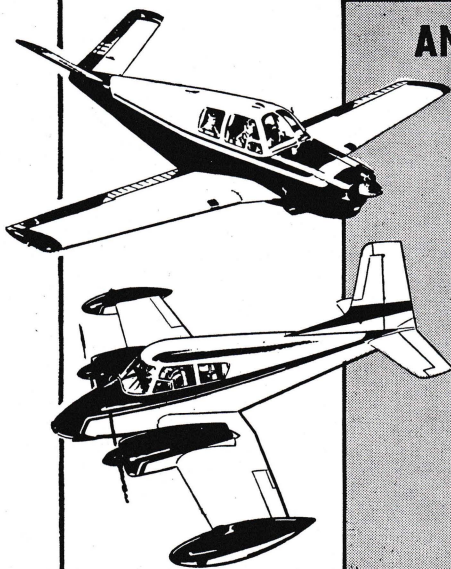




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fees and to make financial grants to the individual equivalent to 75 per cent of his basic salary for a married student and 50 per cent for a single student. The companies will also provide models of equipment required for the experimental phase of the student's thesis.

### N.W. Industries Profit

Northwest Industries Ltd., Edmonton, reports net profits of \$135,032; or \$1.25 a share, for the year ended April 30, compared with \$113,810 in the previous year. Sales of \$4,269,362 were down 17% from \$5,120,362, reflecting elimination of the machine division. However, loss of income from this source was said to be more than offset by the consequent saving in overhead.

### Apprenticeship Plan

Canadair Ltd. of Montreal, in agreement with Lodge 712 of the International Association of Machinists, has begun an ambitious apprenticeship training program. The first group of 10, selected from the tooling shops, is taking training leading to journeyman status as either a jig maker or a tool and die maker. Later courses will lead to the status of aircraft electrician, aircraft mechanic and machinist.

The plan is open to employees from 16 to 23 years of age, with a minimum education of public school graduation. Subject to personnel requirements at each stage, it is planned that new groups will start the course at six-month intervals. The full course covers 8,850 hours, or about four and a half years, divided into six periods of 1,475 hours each.

The course comprises both shop and classroom work, including mathematics and blueprint reading. Examinations are conducted periodically to assess the apprentice's progress. On completion, he receives a certificate of journeymanship.

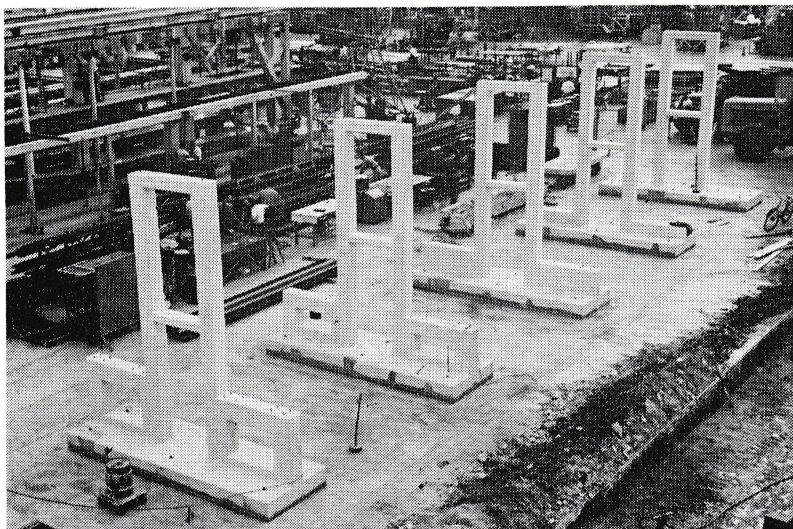
### Montreal Office

Renfrew Aircraft and Engineering Co. Ltd., manufacturer and repairer of combustion equipment for aircraft gas turbines and of a wide range of other industry products, has opened a Montreal office at 660 St. Catherine St. W.

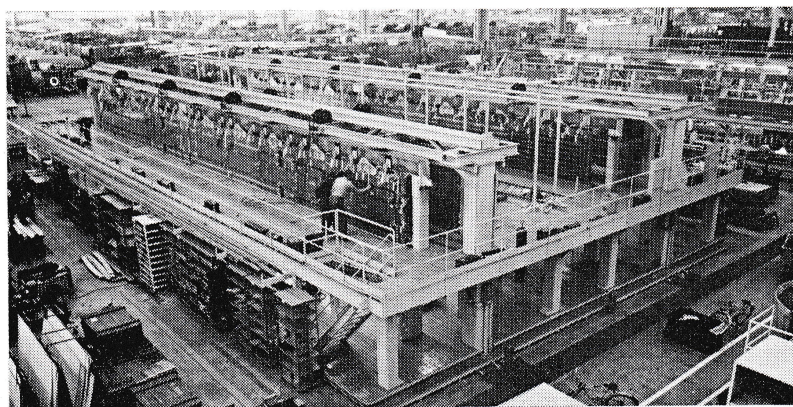
### Bristol Split

Bristol Aeroplane Co. has transferred the operations of its aircraft, engine and car divisions to the control





**REAL SOLID JIGS:** Two years ago, Boeing engineers in Seattle decided to try using concrete for making jig supports. The results were so good that the technique is now being used by the firm on a large scale in connection with the tooling for B-52 Stratofortress production. The concrete is used as a base for steel jig members. Steel supports to do a similar job cost more for material, took longer to build, and were more susceptible to vibration, and expansion and contraction. But concrete's most attractive feature is economy; it cuts costs by about a half.



of three new subsidiary companies: Bristol Aircraft Ltd., Bristol Aero-Engines Ltd. and Bristol Cars Ltd. Peter Masefield, formerly Chief Executive of BEA becomes managing director of Bristol Aircraft.

## More Floor Space

Additions to floor space of more than 200,000 sq. ft. are represented by several expansion programs, recently completed or nearing completion, at the Malton plants of Avro Aircraft and Orenda Engines.

Avro's new, two-storey S-1 Building, connecting the Details Building and Shipping and Receiving, provides nearly 68,000 sq. ft. The ground floor comprises a large central store for parts and equipment formerly stored in various parts of the plant. The second floor accommodates Procurement and Indus-

trial Engineering. Space vacated by these departments has been occupied by Production Control and Production Engineering.

A 50,248-sq.-ft. addition to the east end of Experimental Flight Test is for Experimental's office staff. The new Press Shop and Die Store covers 16,663 sq. ft. and provides accommodation for a 15,000-ton hydraulic rubber pad forming press. Metal Bonding and Paint Spray have an additional 7,334 sq. ft. and Fuel Test has 4,724 sq. ft. more. An addition to the west wing of Orenda Engines' Plant 2 provides nearly 60,000 sq. ft. for the Sales & Service Department.

## Contracts Awarded

Contractors awarded business in excess of \$10,000 by the Department of Defence Production during the period July 16 - August 15, 1955, include the following. The

list does not include orders placed by the Department outside Canada or with other agencies, and amendments to orders placed earlier—nor do orders classified as secret appear here: (Names appearing in bold face type are current *Aircraft* advertisers.)

**Aro Equipment of Canada Ltd.**, Toronto, \$19,600 for aircraft oxygen equipment.

**Aviation Electric Ltd.**, Montreal, \$174,831 for aircraft oxygen equipment.

**Canadair Ltd.**, Montreal, \$150,000 for air-frame spares during period April 1, 1955 - March 31, 1956.

**Canadian General Electric Co. Ltd.**, Ottawa, \$11,364 for aircraft engine test equipment.

Computing Devices of Canada Ltd., Ottawa, \$119,000 for modification of aircraft wingtip tanks.

**Field Aviation Co. Ltd.**, Oshawa, Ont., \$10,465 for parachute spares.

**Imperial Oil Ltd.**, Ottawa, \$137,297 for aviation gasoline.

**Imperial Oil Ltd.**, Ottawa, \$92,000 for aviation turbine fuel during period April 1, 1955 - March 31, 1956.

**Imperial Oil Ltd.**, Ottawa, \$162,780 for diesel fuel.

**Imperial Oil Ltd.**, Ottawa, \$19,307 for petroleum products.

**Northern Electric Co. Ltd.**, Ottawa, \$851,386 for airport surveillance radar equipment.

**Shell Oil Co. of Canada Ltd.**, Toronto, \$32,130 for aviation gasoline.

**Sperry Gyroscope Co. of Canada Ltd.**, Montreal, \$41,562 for aircraft instruments.

**Standard Telephones & Cables Mfg. Co. (Canada) Ltd.**, Montreal, \$16,348 for electronic equipment.

**Wild of Canada Ltd.**, Ottawa, \$49,428 for autograph plotting machine.

**Bristol Aero Engines Ltd.**, Montreal, \$48,000 for reconditioning of engines.

**Canadair Ltd.**, Montreal, \$100,000 for repair and modification of aircraft and components.

**Canadair Ltd.**, Montreal, \$19,819 for aircraft accessories and electrical equipment.

**Carrier & MacFeters Ltd.**, Toronto, \$25,000 for repair and modification of electrically powered aircraft energizers during period April 1, 1955 - March 31, 1956.

**The de Havilland Aircraft of Canada Ltd.**, \$700,000 for technical publications.

**Dial & Instrument Finishers Ltd.**, Toronto, \$19,044 for pilots' and navigators' watches.

**Dunlop Canada Ltd.**, Toronto, \$90,233 for aircraft tires and tubes.

**Firestone Tire & Rubber Co. of Canada Ltd.**, Hamilton, Ont., \$10,000 for cleaning and recoating of radomes during period April 1, 1955 - March 31, 1957.

**Imperial Oil Ltd.**, Ottawa, \$26,300 for aviation turbine fuel.

**Imperial Oil Ltd.**, Ottawa, \$140,775 for aviation gasoline during period April 1, 1955 - March 31, 1956.

**Standard Aero Engine Ltd.**, Winnipeg, \$75,000 for repair and modification of auxiliary generating sets and aircraft generating sets and aircraft energizers during period April 1, 1955 - March 31, 1956.

**Standard Telephones & Cables Mfg. Co. (Canada) Ltd.**, Montreal, \$315,468 for communication equipment.