

# Lockheed

## DEVELOPS ADVANCED ELECTRONICS CENTER

Secret and advanced designs of virtually every electronics manufacturer in the U.S. are constantly studied, correlated and put to work at Lockheed Aircraft Corporation's electronics center in Burbank, Calif.

This center is one of the nation's largest clearinghouses for electronics intelligence. It was developed by Lockheed to provide the latest in this science of automatic controls for such Lockheed planes as the F-94, first U. S. All-Weather Interceptor; the WV-1 and WV-2, Navy Constellation radar sentinels; and deadly new models of the P2V Navy patrol bomber for anti-submarine warfare.

Such laboratories as Westinghouse, Hughes, General Electric, RCA, Raytheon, Western Electric, Hoffman and many others bring advanced electronic developments to Lockheed for practical application.

### UNIQUE APPROACH

Lockheed's approach to electronics differs noticeably from many other aircraft manufacturers. At Lockheed the emphasis is on the application, not the manufacture, of electronics. That's because Lockheed begins the design of an advanced plane with the specific mission of the plane in mind. Knowing what the plane MUST do. Lockheed wants to be free to analyze *all* products of *all* manufacturers in order to obtain the most advanced electronic devices needed to accomplish this mission.

Lockheed does more than apply *existing* electronics. Often, no device is available to perform a specific job. At such a time, Lockheed scientists provide the all-important idea, frequently supplying the basic design, for a new product. Then they turn it over to an electronics company for manufacture.

### TYPICAL EXAMPLE

America's first All-Weather Interceptor, the Lockheed F-94, is a current result of Lockheed's policy. Not being a manufacturer of electronics, noncompetitive Lockheed can work closely with companies who are, as well as the U.S. air services. As a result the F-94 was *electronically* at least two years ahead of competitive aircraft.

This leadership is a principal reason why Lockheed is attracting so many top experts in electronics.

ada or with other government agencies, and increases in order placed earlier—nor do orders classified as secret appear here.

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

**Bristol Aeroplane Co. of Canada Limited**, Montreal, \$109,940 for airframe and engine spares.

**Bristol Aeroplane Engines (Eastern) Limited**, Montreal, \$12,440,000 for repair and overhaul of aircraft engines.

**Bristol Aeroplane Engines (Western) Limited**, Vancouver, \$11,907 for spares.

**Canadair Limited**, Montreal, \$180,000 for technical publications.

**Canadian Car & Foundry Co. Limited**, Montreal, \$20,000 for repair of aircraft.

**Canadian Pratt & Whitney Aircraft Co. Limited**, Montreal, \$10,083 for aero engine spares.

**The de Havilland Aircraft of Canada Limited**, Toronto, \$99,726 for aircraft.

**Godfrey Engineering Co. Limited**, Montreal, \$192,027 for oxygen recharger equipment and aircraft pressurizing test equipment.

**B. F. Goodrich Rubber Co. of Canada Limited**, Kitchener, Ontario, \$219,719 for aviation boots.

**Imperial Oil Limited**, Ottawa, \$2,407,328 for aviation petroleum products.

**Irvin Air Chute Limited**, Fort Erie North, Ontario, \$17,874 for parachutes.

**J. W. Lawrence (Canada) Ltd.**, Montreal, P.Q., \$12,396 for repairs to aircraft parts.

**A. V. Roe Canada Limited**, Toronto, \$585,000 for aircraft spares and overhaul.

**Sperry Gyroscope Co. of Canada Limited**, Montreal, \$24,304 for aircraft maintenance spares.

**Alexander Construction Company**, Edmonton, \$4,744,914 for construction of 21 RCAF buildings at Cold Lake, Alberta.

**Baynes Manning, Limited**, Vancouver, \$1,090,434 for construction of RCAF water treatment plant and storage reservoir at Wainwright, Alberta.

**Bird Construction Company**, Winnipeg, \$2,120,335 for two RCAF structural steel hangars at Winnipeg.

**Carter Construction Company**, Toronto, \$1,044,735 for a structural steel hangar at Trenton, Ontario.

**Redfern Construction Company**, Leaside, Ontario, \$3,088,873 for construction of 12 RCAF buildings at Downsview Airport.

**Abercorn Aero Limited**, Montreal, \$11,948 for aircraft spares and airborne equipment.

**Aviation Electric Limited**, Montreal, \$258,857 for electronic equipment and aircraft spares.

**Bristol Aeroplane Engines (Eastern) Limited**, Montreal, \$811,750 for maintenance and overhaul of aircraft spares.

**Canadair Limited**, Montreal, \$185,516 for airframe spares and training of service personnel.

**Canadian Car & Foundry Co. Limited**, Montreal, \$10,000 for electrical system for aircraft.

**Canadian Pratt & Whitney Aircraft Co. Limited**, Longueuil, P.Q., \$61,539 for helicopter spares.

**Dowty Equipment of Canada Limited**, Ajax, Ontario, \$29,974 for hydraulic equipment and spares.

**Irvin Air Chute Limited**, Fort Erie, Ontario, \$566,430 for parachutes.

**Mount Royal Transportation Equipment Limited**, Montreal, \$17,255 for aircraft seats.

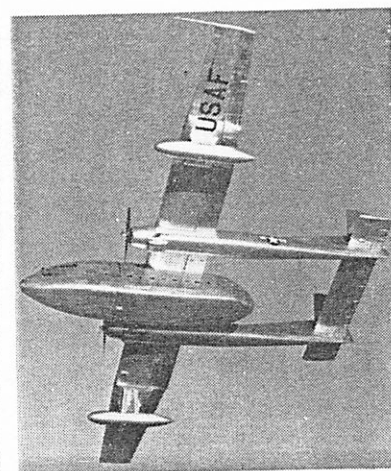
**A. V. Roe (Canada) Limited**, Toronto, \$198,000 for services of field representatives.

**Ross-Smith Co. Limited**, Montreal, \$85,000 for aircraft covers.

**Stewart-Warner-Alemite Corp. of Canada Limited**, Belleville, Ontario, \$11,592 for spare parts for heaters.

**Terry Machinery Co. Limited**, St. Laurent, P.Q., \$16,026 for aircraft power carts and service kits.

**Poole Construction Company**, Edmonton, \$2,356,551 for construction of RCAF steel hangar at Cold Lake, Alberta.



**OUTSIDE FACILITIES:** Most unique feature of the new Fairchild C-119H is the fact that all the fuel is carried in the two pods beneath the wings. Actually a much larger airplane than earlier "Flying Boxcars", the H has a wingspan of 148 ft. compared with 109 ft. for previous versions. Wing area has been increased by about 40%. Power is by 3,500 hp Wright R-3350-30W Turbo Cyclones.

**W. C. Wells**, Saskatoon, \$1,131,377 for construction of RCAF steel hangar at Cold Lake, Alberta.

**A. F. Byers Construction Co. Limited**, Montreal, \$24,000 for repairs to hangar.

**Canadair Limited**, Montreal, \$11,001 for aircraft spares.

**Canadian Car & Foundry Co. Limited**, St. Laurent, P.Q., for development of aircraft instructional assemblies.

**Instruments Limited**, Ottawa, \$320,000 for flight training equipment.

**Irvin Air Chute Limited**, Fort Erie, Ontario, \$12,132 for modification kits.

**McConvery-Mudge Limited**, Toronto, Ontario, \$114,604 for aircraft towing tractors.

**Northern Electric Co. Limited**, Ottawa, \$13,500,000 for aircraft radio compasses.

**Alexander Construction Limited**, Edmonton, \$690,364 for two RCAF officers' messes at Penhold, Alberta.

**P. W. Graham & Sons Limited**, Moose Jaw, Saskatchewan, \$1,452,611 for RCAF permanent barrack block at Edmonton.

**R. Timms Construction & Engineering Co. Limited**, Welland, Ontario, \$568,191 for two RCAF messes at Clinton, Ontario.