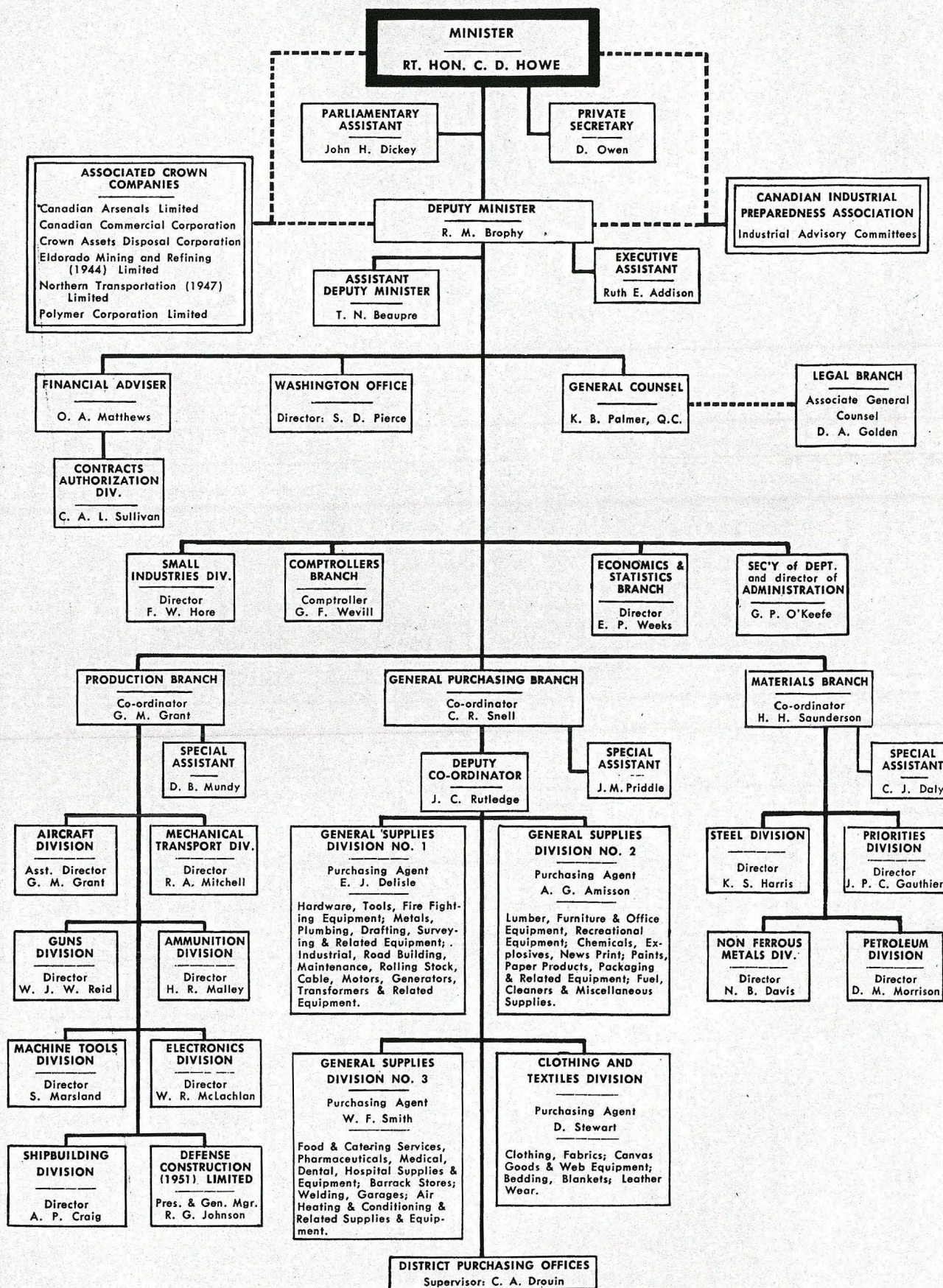


# DEPARTMENT OF DEFENSE PRODUCTION

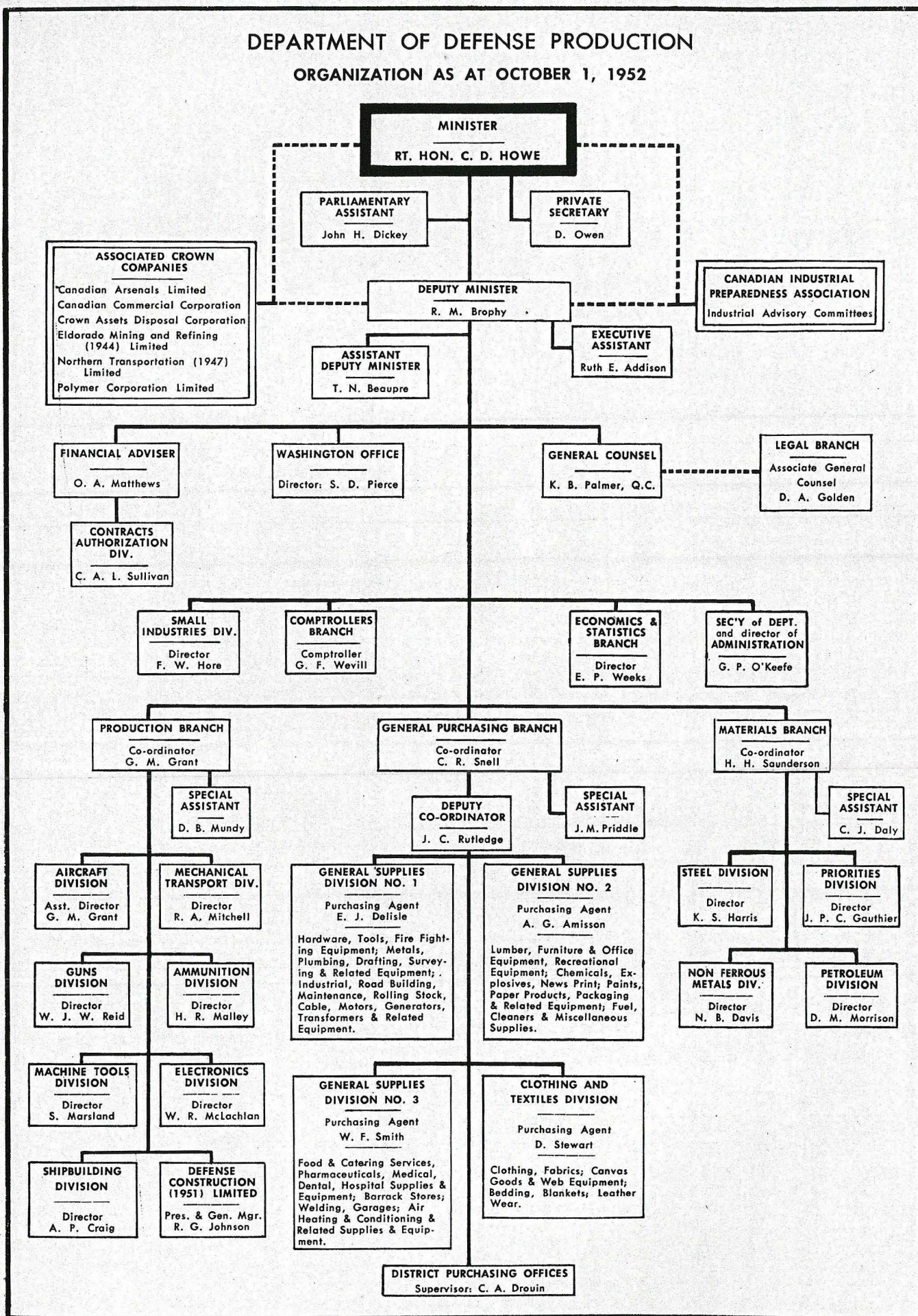
## ORGANIZATION AS AT OCTOBER 1, 1952





## DEPARTMENT OF DEFENSE PRODUCTION

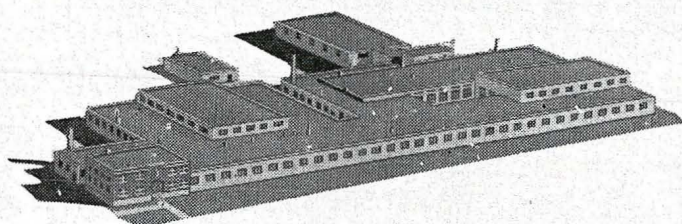
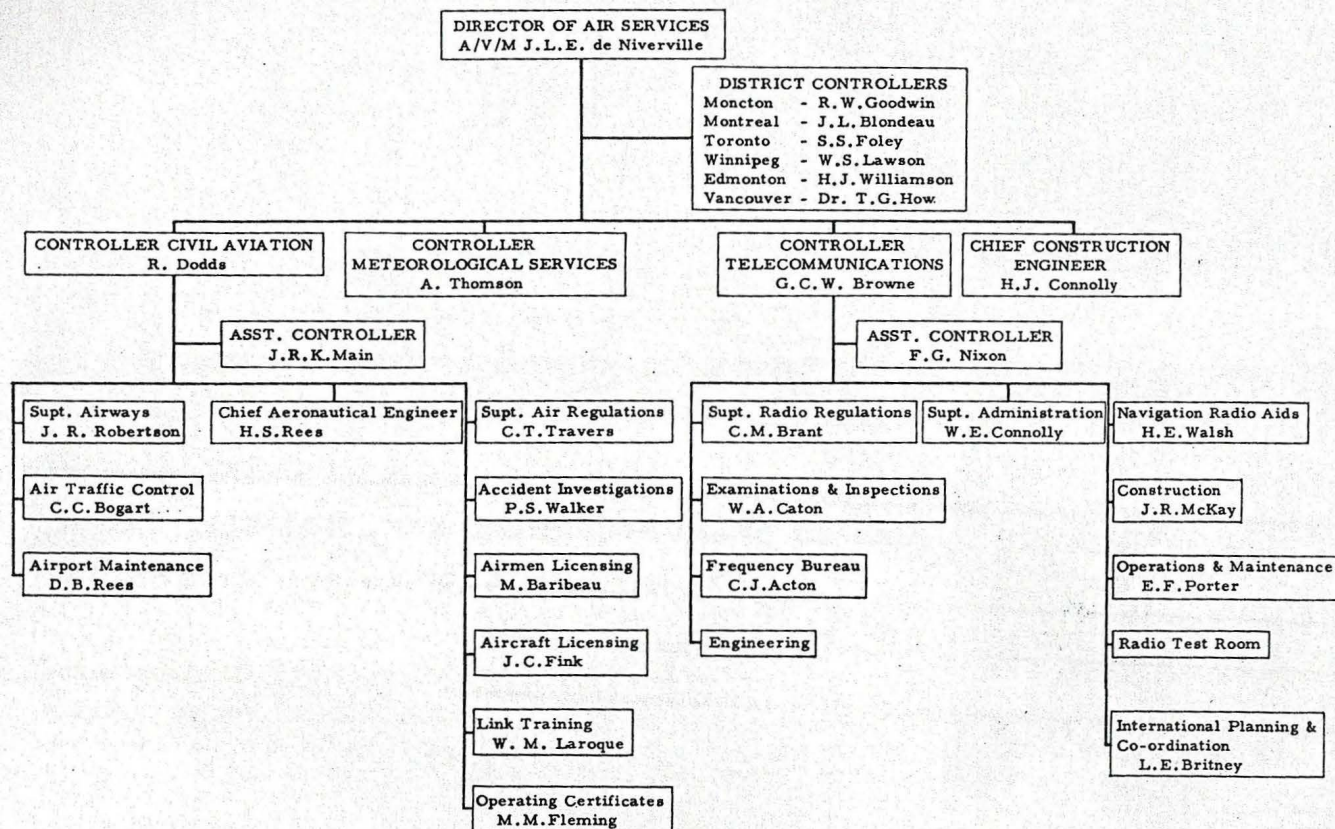
ORGANIZATION AS AT OCTOBER 1, 1952





DEC 1954

## Department of Transport Organizational Chart



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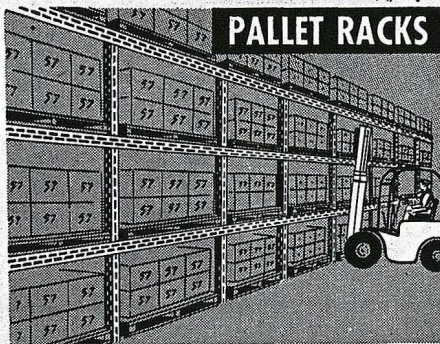
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- MAJOR COMPONENTS
- TOOLING AND JIGS
- REPAIR AND OVERHAUL
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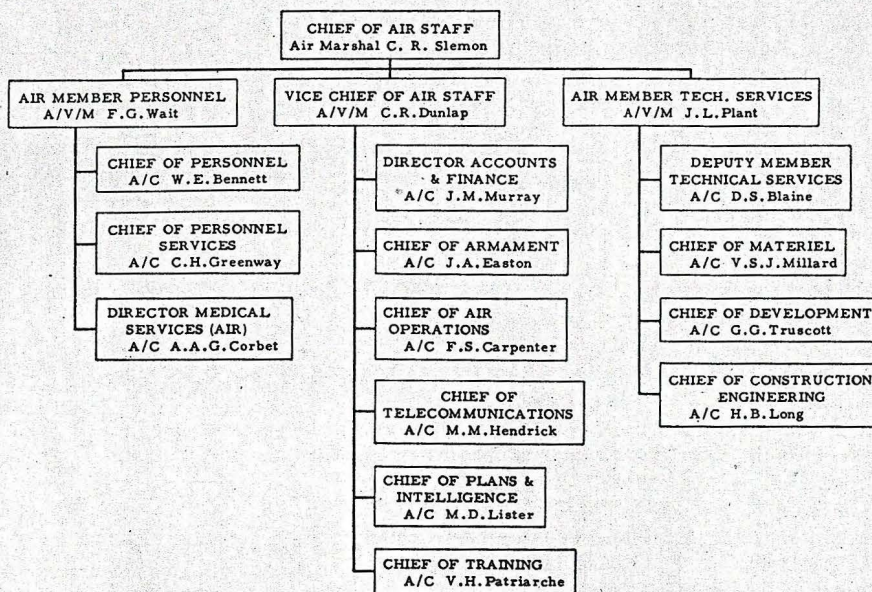
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Group Commander, 14th Training Group - A/C J.G. Bryans

#### AIR DEFENCE COMMAND

Air Officer Commanding - A/C C.L. Annis (Acting)  
Group Commander, 12th Air Defence Group - A/C W.A. Orr

#### AIR MATERIEL COMMAND

Air Officer Commanding - A/V/M H.B. Godwin

#### AIR TRANSPORT COMMAND

Air Officer Commanding - A/C R.M. Carscallen

#### MARITIME AIR COMMAND

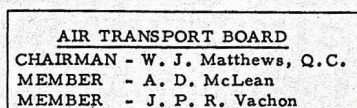
Air Officer Commanding - A/C M. Costello

#### TACTICAL AIR COMMAND

Air Officer Commanding - A/C S.W. Coleman

#### 1 RCAF AIR DIVISION

Air Officer Commanding - A/V/M H.L. Campbell



#### SECRETARY'S BRANCH

SECRETARY  
J. R. Belcher

ASSISTANT SECRETARY

ADMINISTRATIVE DIVISION  
R. Reid

INSPECTION DIVISION  
L. Knight

LICENSING DIVISION  
J. P. Lalonde

Domestic

International

I.C.A.O.

#### EXECUTIVE DIRECTOR'S BRANCH

EXECUTIVE DIRECTOR  
A. S. McDonald, Q.C.

LEGAL DIVISION  
G. R. Younger

INTERNATIONAL  
RELATIONS DIVISION  
J. L. G. Morisset

SPECIAL TRAFFIC  
ADVISER  
E. J. Bonner

TRAFFIC DIVISION  
A. S. Jackson

Domestic

International

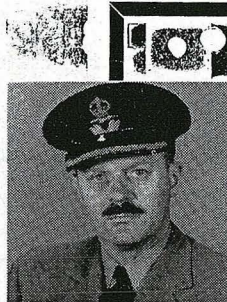




W/C J. M. STEVENSON  
Assistant Logistics  
Services



G/C A. H. LIEFF  
Assistant Logistics  
Control



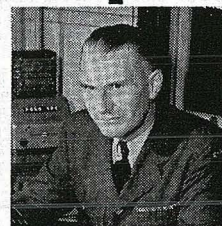
G/C W. P. GOVIN  
Senior Aircraft Officer



W/C R. M. TRITES  
Senior Armament Officer

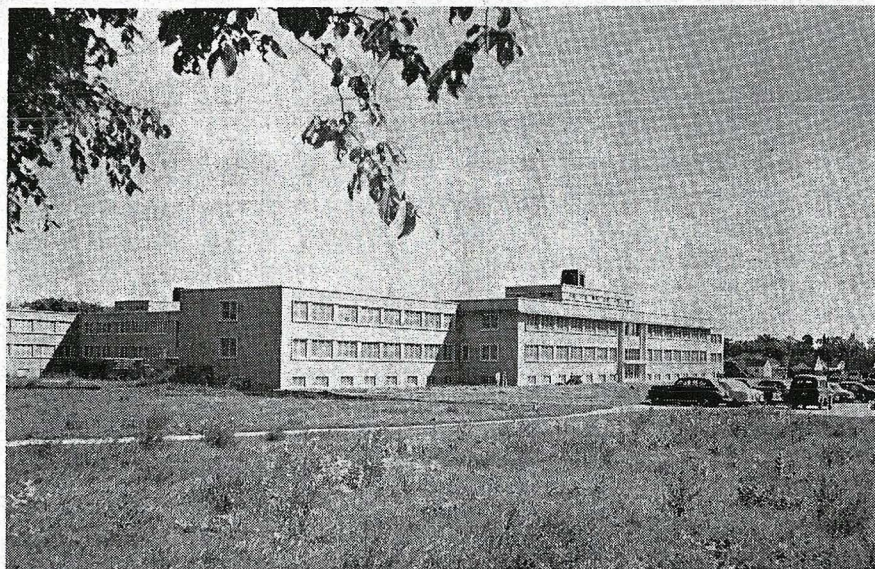


G/C G. M. FAWCETT  
Senior Telecommunica-  
tion Officer



W/C E. BEATON  
Senior Equipment—  
General Officer

AMC'S SUPPLY DEPOT at Downsview near Toronto. Below: AMC'S new headquarters at Ottawa.



## RCAF's

THE part of Air Materiel Command in the RCAF plan may be described as the supply of RCAF Materiel and its control and management direction.

**Air Officer Commanding** — The AOC AMC, in guiding the destiny of this command, is responsible to the Chief of the Air Staff for:

- (a) The formulation and implementation of policy and plans to provide for the logistic requirements of the RCAF.
- (b) The administration of the forces comprising Air Ma-





A/C C. A. COOKE  
CHIEF Logistics Officer



A.V.M. H. B. GODWIN  
Air Officer Commanding.



W/C K. J. REGAN  
Chief of Quality Control



G/C W. G. WEBBER  
Senior Personnel Staff  
Officer



G/C E. L. GEROW  
Senior Officer Accounts  
and Finance



W/C R. C. WILSON  
Senior Organization  
Officer



S/L A. K. OGILVIE  
Senior Officer Air  
Operations



S/L A. T. BOWEN  
Senior Technical Staff  
Officer

# Air Materiel Command

teriel Command that control maintenance, servicing, supply, inspection, storage and salvage.

- (c) The direction of testing and acceptance of aircraft, whether new or overhauled, and for associated equipment.
- (d) The ferrying of RCAF aircraft within the North American Continent.

The AOC has organized his headquarters to ensure that his responsibilities are performed. Certain of-

ficers are designated to carry out the **Administrative** aspects of his Command. These include:

- (a) **Senior Organization Officer—**  
SOO is responsible for accommodation, establishments and advice on all AMC organization matters.
- (b) **Senior Personnel Staff Officer—**  
SPSO is responsible for Postings and Careers, Command Personnel Administration, Welfare, Health Services, Legal matters, Education

problems, Security and Ground Defense.

- (c) **Staff Officer Air Operations—**  
The SOA Ops administers all air operations by AMC aircraft including acceptance and ferry operations the Command "Expeditor" Aircraft and Central Experimental and Proving Establishment flying operations.
- (d) **Senior Technical Staff Officer—**  
The STSO is the adviser on  
(Continued on page 72)



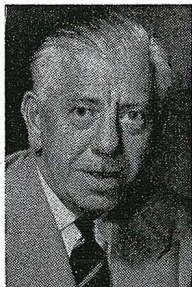
**Aircraft Division  
Department of  
Defense Production**



**T. E. STEPHENSON**  
Director



**W. F. MURPHY**  
Contracts  
Administrator



**D. L. THOMPSON**  
Assistant Director

**PRODUCTION  
OFFICERS**



**J. P. DONNELLY**  
Montreal Represent-  
ative



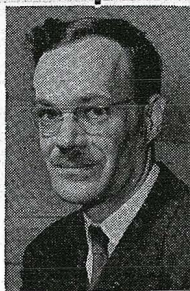
**DR. J. DAVIS**  
Technical Consultant



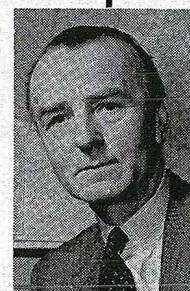
**A. D. BELYEA**  
Deputy Adminis-  
trator (Contracts)



**J. L. BUSH**  
Airframes



**J. C. FINLAYSON**  
Engines



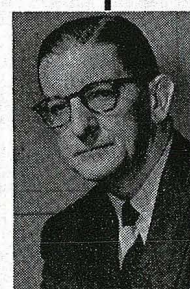
**S. S. PAYNE**  
Instruments



**J. L. ORR**  
Special Projects



**P. J. HEBERT**  
General Overhaul



**W. SYMMONS**  
Technical

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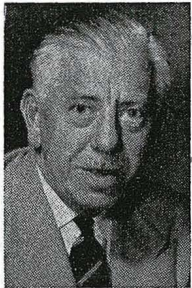
**Aircraft Division  
Department of  
Defense Production**



**T. E. STEPHENSON**  
Director



**W. F. MURPHY**  
Contracts  
Administrator



**D. L. THOMPSON**  
Assistant Director

**PRODUCTION  
OFFICERS**



**J. P. DONNELLY**  
Montreal Represent-  
ative



**DR. J. DAVIS**  
Technical Consultant



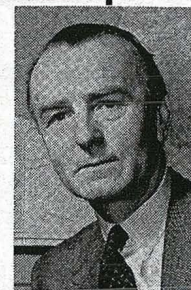
**A. D. BELYEA**  
Deputy Adminis-  
trator (Contracts)



**J. L. BUSH**  
Airframes



**J. C. FINLAYSON**  
Engines



**S. S. PAYNE**  
Instruments



**J. L. ORR**  
Special Projects



**P. J. HEBERT**  
General Overhaul



**W. SYMMONS**  
Technical

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# RCAF STAFF ORGANIZATION



A/M C. R. SLEMON  
Chief of the Air Staff



A/V/M F. R. MILLER  
Vice-Chief of the Air Staff



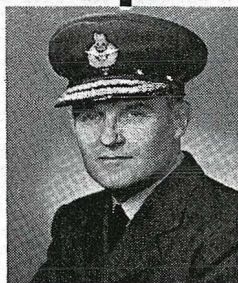
A/V/M D. M. SMITH  
Air Member for Technical  
Services



A/V/M F. G. WAIT  
Air Member for Personnel



A/C W. E. KENNEDY  
Assistant Vice-Chief  
of Air Staff



A/C J. M. MURRAY  
Director of Accounts  
and Finance



A/C A. A. G. CORBET  
Director of Medical  
Services



A/C G. G. TRUSCOTT  
Chief of Development



A/C H. R. LONG  
Chief of Construction  
Engineering



A/C V. S. J. MILLARD  
Chief of Materiel



A/C D. S. BLAINE  
Deputy Air Member



A/C J. A. EASTON  
Chief of Armaments



A/C M. M. HENDRICK  
Chief of Telecommu-  
nications



A/C F. S. CARPENTER  
Chief of Air Operations



A/C W. I. CLEMENTS  
Chief of Plans



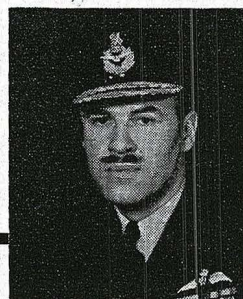
A/C D. A. R. BRADSHAW  
Chief of Training



# RCAF STAFF ORGANIZATION



VICE-CHIEF OF AIR STAFF  
A/V/M F. R. Miller



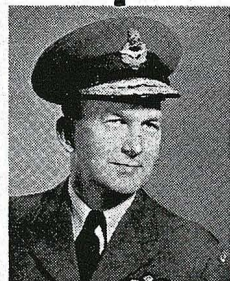
CHIEF OF AIR STAFF  
A/M C. R. Slemon



AIR MEMBER, CANADIAN  
JOINT STAFF,  
WASHINGTON, D.C.  
A/C W. E. Bennett



AIR MEMBER, CANADIAN  
JOINT STAFF, LONDON,  
ENG.  
A/C M. Costello



AIR MATERIEL COMMAND  
A/V/M H. B. Godwin



AIR TRANSPORT  
COMMAND  
G/C Z. L. Leigh



NATIONAL DEFENCE  
COLLEGE  
A/V/M C. R. Dunlop



AIR DEFENCE COMMAND  
A/V/M A. L. James



TRAINING COMMAND  
A/V/M J. G. Kerr



MARITIME AIR COMMAND  
A/C C. D. Ross



TACTICAL AIR COMMAND  
A/C S. W. Coleman



1 AIR DIVISION, RCAF  
A/V/M H. L. Campbell

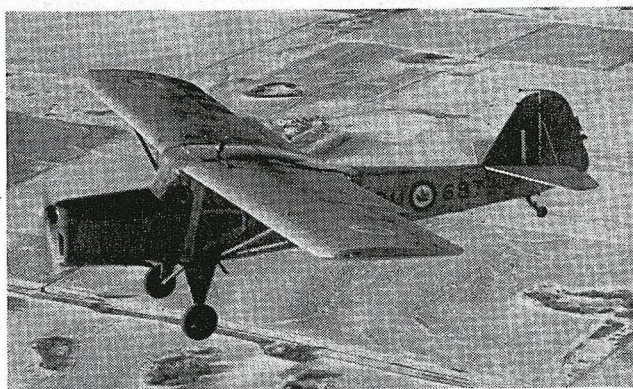


12 AIR DEFENCE GROUP  
A/C W. A. Orr

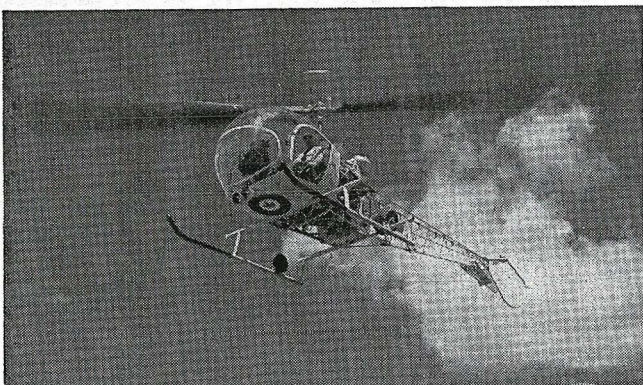


14 TRAINING GROUP  
A/C J. G. Bryans

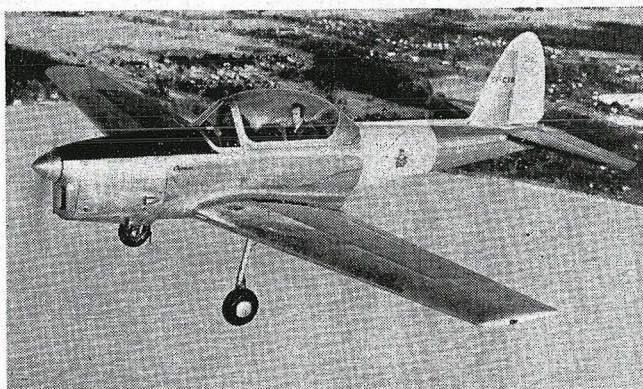


**AUSTER A.O.P.6**

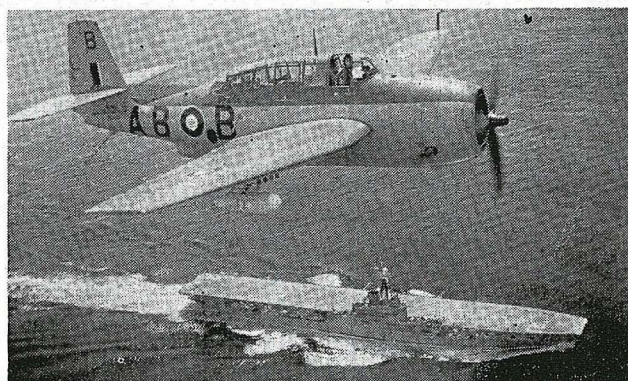
**Builder:** Auster Aircraft  
**Type:** Air Observation  
**Power Plant:** 145 hp DH Major  
**Weight loaded:** 2,160 lbs.  
**Span:** 36'  
**Length:** 23' 9"  
**Max. Speed:** 124 mph.  
**Climb:** 810 fpm.  
**Remarks:** 36 of modified variant supplied to RCAF. A.O.P.6 and T.7 differ internally only, the T.7 having side-by-side seating for pupil and instructor.

**BELL 47D**

**Builder:** Bell  
**Type:** Transport  
**Power Plant:** Franklin 178 hp.  
**Weight empty:** 1,380 lbs.  
**Weight loaded:** 2,150 lbs.  
**Rotor diam.:** 35' 1 1/2"  
**Length:** 41' 5"  
**Max. Speed:** 98 mph.  
**Range:** 170 miles  
**Climb:** 920 fpm.  
**Remarks:** First produced in 1947. Many variations since then.

**CHIPMUNK**

**Builder:** De Havilland Canada  
**Type:** Trainer  
**Power Plant:** Gipsy Major 145 hp.  
**Weight empty:** 1,425 lbs.  
**Weight loaded:** 2,014 lbs.  
**Span:** 34' 4"  
**Length:** 25' 5"  
**Max. Speed:** 138 mph.  
**Range:** 280 miles  
**Climb:** 840 fpm.  
**Remarks:** Used by RCAF Reserve. 158 built in Canada, and designated T.30. Specs. for T.10 and T.20. Factory designation DHC-1.

**AVENGER**

**Builder:** Eastern Aircraft Div.  
**Type:** Anti-sub.  
**Power Plant:** Wright 1,750 hp.  
**Weight loaded:** 15,536 lbs.  
**Span:** 54' 2".  
**Length:** 40' 0".  
**Max. Speed:** 278 mph.  
**Range:** 905 miles.  
**Ceiling:** 22,600 ft.  
**Remarks:** RCN operates 100. Designed and originally built by Grumman, entire production taken over in 1942 by Eastern Aircraft Division of General Motors. Specs for TBM-3 version.

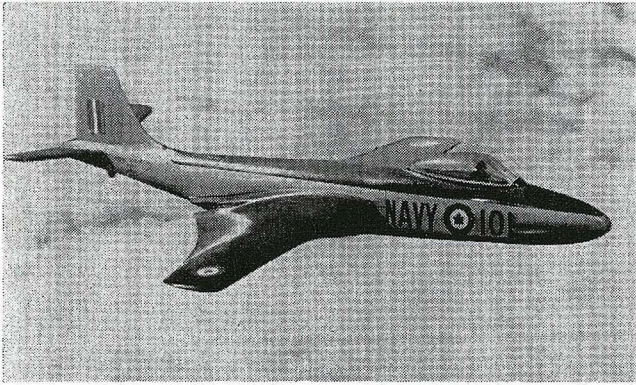
**BRITANNIA**

**Builder:** Bristol  
**Type:** Transport  
**Power Plant:** 13,800 hp plus 1,200 lbs. s.t. Bristol Proteus.  
**Weight empty:** N.D.A.  
**Weight loaded:** 140,000 lbs.  
**Span:** 14' 0"  
**Length:** 114' 0"  
**Max. Speed:** 400 mph.  
**Range:** 3,600 miles  
**Remarks:** Canadair has contract to build 50 maritime reconnaissance versions powered with U. S. Wright 3350 turbo compound engines. This version will be longer, have a more bulbous radar nose and armament blisters.

**COMET**

**Builder:** De Havilland  
**Type:** Transport  
**Power Plant:** D. H. Ghost 50, 20, 200 lb. s.t.  
**Weight loaded:** 115,000 lbs.  
**Span:** 115' 0"  
**Length:** 93' 0"  
**Max. Speed:** 490 mph.  
**Range:** 1,500 miles  
**Remarks:** Series 1 and 1A were fitted with D.H. Ghost engines. The 1A had methanol-water injection. Series 2 has 4 RR Avons of 6,500 lb. s.t. each (total 26,000 lbs. s.t.)

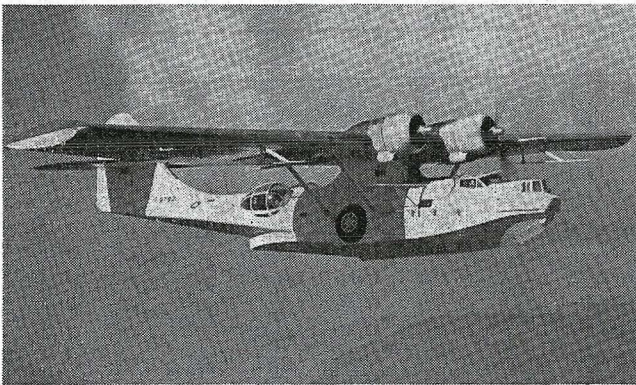


**BANSHEE**

Builder: McDonnell  
 Type: Navy fighter  
 Power Plant: Westinghouse  
 6,500 lbs. s.t.  
 Weight loaded: 19,000 lbs.  
 Span: 44' 11"

Length: 47' 6"  
 Max. Speed: 610 mph.  
 Range: 2,000 miles  
 Ceiling: 56,000 ft.  
 Climb: 9,000 fpm.

Remarks: RCN has ordered 30 to replace Sea Furies. Specifications for F2H-3. Latest model is F2H-4 with latest radar equipment.

**CANSO**

Builder: Can. Vickers and  
 Can. Boeing  
 Type: Patrol amphibian  
 Power Plant: P & W 2,400 hp.  
 Weight empty: 17,564 lbs.  
 Weight loaded: 34,000 lbs.

Span: 104' 0"  
 Length: 63' 10"  
 Max. Speed: 196 mph.  
 Range: 2,520 miles  
 Ceiling: 15,800 ft.

Remarks: Specifications for PBV-5A the most commonly used model. Known as Catalina in the U. S. A.

**CANADAIR C-5**

Builder: Canadair  
 Type: Transport  
 Power Plant: P & W 8,400 hp.  
 Weight empty: 49,475 lbs.  
 Weight loaded: 86,000 lbs.

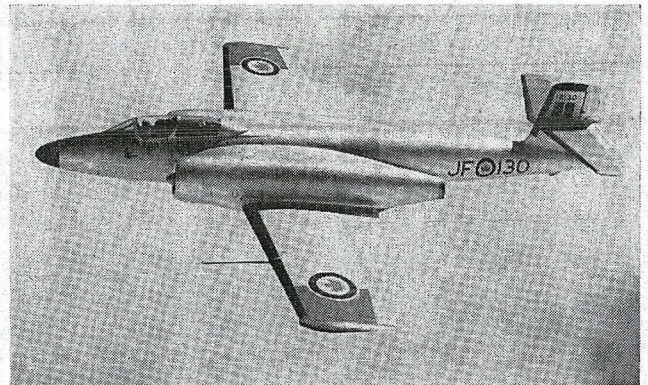
Span: 117' 6"  
 Length: 93' 8"  
 Max. Speed: 300 plus  
 Range: 3,985 miles

Remarks: Improved version of Canadair Four with radial engines. Used for VIP transport.

## A directory of CANADIAN MILITARY AIRCRAFT

Compiled by C. G. B. Stuart

Today's Canadian military forces operate about 3,000 operational aircraft, most of which are modern jet types. The aim is to have most of these aircraft built in Canada. Last year alone the Canadian industry delivered more than 1,000 military aircraft, most of which went to the RCAF. A self-sufficient aviation industry at a state of readiness is now ready to back up the striking or defensive military forces. Here in summarized form are Canada's military aircraft:

**CF-100**

Builder: A. V. Roe Canada  
 Type: Fighter-Bomber  
 Power Plant: Orenda  
 Weight empty: 20,000 lbs.  
 Weight loaded: 35,000 lbs.

Span: 52 ft.  
 Length: 54' 8"  
 Max. Speed: 650 plus  
 Range: 2,000 miles  
 Climb: 12,000 fpm.

Remarks: Four models built, Mark 1, 2, 3 and 4. Performance given as for the Mark 4.

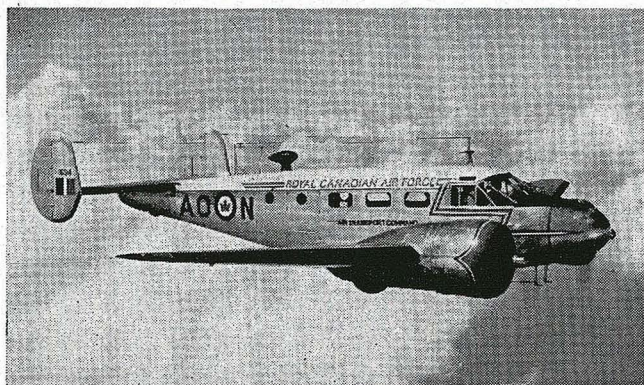
**DAKOTA**

Builder: Douglas  
 Type: Transport  
 Power Plant: P & W 2,400 hp.  
 Weight empty: 16,480 lbs.

Weight loaded: 25,200 lbs.  
 Span: 95' 0"  
 Length: 64' 6"  
 Max. Speed: 216 mph.

Remarks: Derived from the externally similar D.C.3 Adopted as standard Allied transport during War.



**EXPEDITOR**

**Builder:** Beechcraft  
**Type:** Transport  
**Power Plant:** P & W 900 hp.  
**Weight empty:** 6,200 lbs.  
**Weight loaded:** 9,300 lbs.  
**Remarks:** First designed in 1936.

**Span:** 47' 7"  
**Length:** 34' 0"  
**Speed:** 230 mph.  
**Range:** 985 miles  
**Climb:** 1,190 fpm.

**FREIGHTER**

**Builder:** Bristol  
**Type:** Cargo and transport  
**Power Plant:** Bristol Hercules 4,000 hp.  
**Weight empty:** 25,547 lbs.  
**Weight loaded:** 44,000 lbs.  
**Remarks:** Specifications for Mk. 31. New version (Mk. 32) has 5 ft. longer nose.

**Span:** 108' 0"  
**Length:** 68' 4"  
**Max. Speed:** 193 mph.  
**Range:** 1,420 miles  
**Ceiling:** 24,500  
**Climb:** 1,380 fpm.

**GOOSE**

**Builder:** Grumman  
**Type:** Transport amphib.  
**Power Plant:** P & W 900 hp.  
**Weight empty:** 5,425 lbs.  
**Weight loaded:** 8,500 lbs.  
**Span:** 49' 0"  
**Remarks:** First produced in 1937. Also used for air-sea rescue.

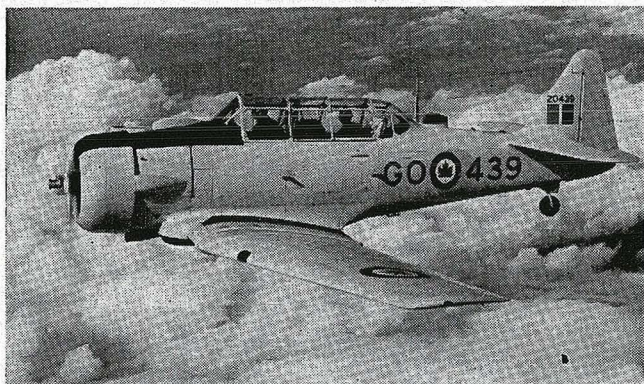
**Length:** 38' 4"  
**Max. Speed:** 200 mph.  
**Range:** 800 miles  
**Ceiling:** 21,000 ft.  
**Climb:** 1,100 fpm.

**GRUMMAN S2F**

**Builder:** Grumman  
**Type:** Anti-sub.  
**Power Plant:** Wright 2,850 hp.  
**Weight empty:** N.D.A.  
**Weight loaded:** N.D.A.

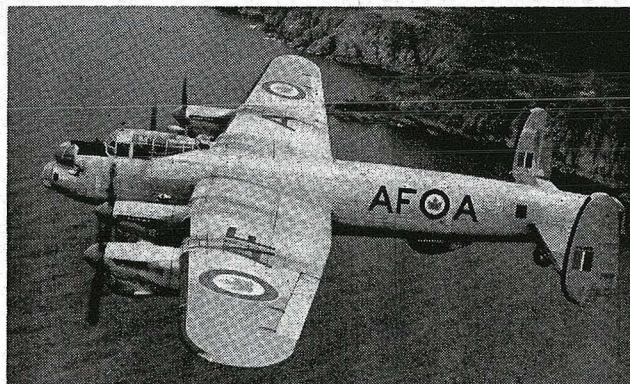
**Span:** N.D.A.  
**Length:** N.D.A.  
**Max. Speed:** N.D.A.  
**Range:** N.D.A.

**Remarks:** To be built in Canada for RCN with DH Canada as prime contractor. 250 said to be ordered with some of these going to NATO. Will carry torpedoes, depth charges, mines, bombs and cannon combinations.

**HARVARD**

**Builder:** Canada Car & Foundry  
**Type:** Trainer  
**Power Plant:** P & W 550 hp.  
**Weight empty:** 4,271 lbs.  
**Weight loaded:** 5,617 lbs.  
**Remarks:** Specifications for Harvard 4. Cancar has built 600 for RCAF, USAF and NATO. Most widely used basic trainer.

**Span:** 42' 0"  
**Length:** 29' 0"  
**Max. Speed:** 212 mph.  
**Range:** 870 miles  
**Ceiling:** 23,000 ft.

**LANCASTER**

**Builder:** Avro (Victory)  
**Type:** Maritime recon.  
**Power Plant:** R.R. Merlin 6,440 hp.  
**Weight empty:** 41,000 lbs.  
**Weight loaded:** 68,000 lbs.

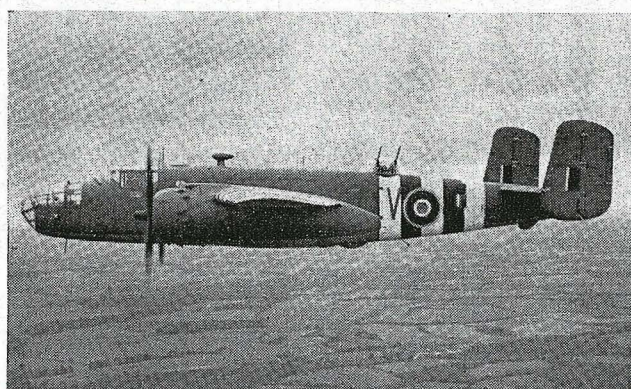
**Span:** 102' 0"  
**Length:** 68' 10"  
**Max. Speed:** 250 mph.  
**Range:** 2,600 miles

**Remarks:** Basic aircraft built by Victory Aircraft. Originally used for bombing. Some modified for photo-recon. and air-sea rescue.

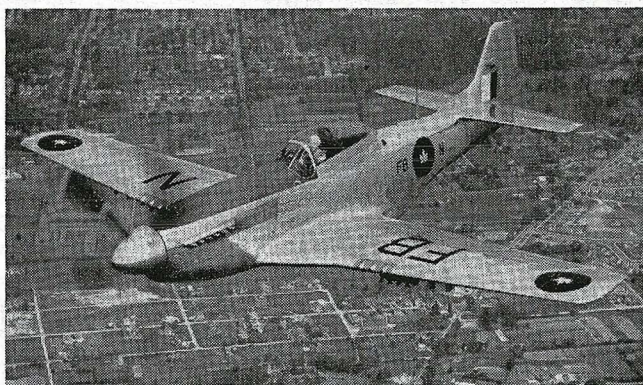


**MENTOR T34A**

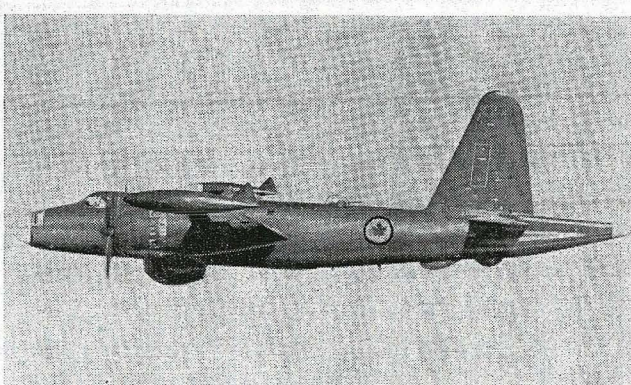
Builder: Canadian Car & Foundry Length: 25' 11"  
 Type: Trainer Max. Speed: 189 mph.  
 Power Plant: 225 hp Continental Range: 785 miles  
 0-470 flat six Ceiling: 20,000 ft.  
 Weight loaded: N.D.A. Climb: 1,200 fpm.  
 Span: 32' 10"  
 Remarks: Now in production at Fort William plant of Cancar. RCAF has ordered 25 on a trial basis.

**MITCHELL**

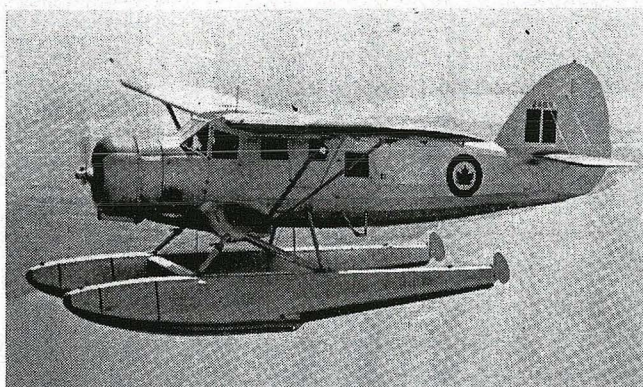
Builder: North American Span: 67' 6"  
 Type: Trainer Length: 52' 9"  
 Power Plant: Wright 3,400 hp. Max. Speed: 275 mph.  
 Weight empty: 22,300 lbs. Range: 1,620 miles  
 Weight loaded: 34,000 lbs.  
 Remarks: Specifications given for B-25D. Later models give better performance. Formerly a medium bomber.

**MUSTANG**

Builder: North American Length: 32' 3"  
 Type: Trainer and target tug Max. Speed: 437 mph.  
 Power Plant: RR Merlin 1490 hp. Range: 1,050 miles  
 Weight empty: 7,947 lbs. Ceiling: 41,000 ft.  
 Weight loaded: 10,100 lbs. Climb: Approx. 3,000 fpm.  
 Span: 37' 0"  
 Remarks: Specs. given for F-51D. Designed as a fighter and used in War as such. 15,576 built.

**NEPTUNE**

Builder: Lockheed Length: 78' 3"  
 Type: Patrol Bomber Max. Speed: 353 mph.  
 Power Plant: Wright 6,500 hp. Range: 4,200 miles  
 Weight empty: 39,900 lbs. Ceiling: 26,000 ft.  
 Weight loaded: 72,000 lbs. Climb: 2,620 fpm.  
 Span: 104' 0"  
 Remarks: RCAF has ordered 25 for maritime reconnaissance. Specifications for P2V-5 produced in a variety of versions.

**NORSEMAN**

Builder: Canada Car & Foundry Span: 51' 8"  
 Type: Gen.-Pur-Transport Length: 32' 4"  
 Power Plant: P & W 600 hp. Speed: 155 mph.  
 Weight empty: 4,240 lbs. Range: 464 miles  
 Weight loaded: 7,400 lbs. Ceiling: 17,000 ft.  
 Remarks: Specifications for Norseman V. The VII with metal wing and lengthened fuselage has been built and tested. Originally designed by Noorduy.

**NORTH STAR**

Builder: Canadair Span: 117' 6"  
 Type: Transport Length: 93' 8"  
 Power Plant: RR Merlin 7,040 hp. Max. Speed: 300 mph.  
 Weight empty: 46,832 lbs. Range: 2,250 miles  
 Weight loaded: 82,300 lbs.  
 Remarks: Also known as the Canadair Four. Twenty-four supplied to RCAF. BOAC designate it the Argonaut.



**OTTER**

**Builder:** De Havilland Canada  
**Type:** Utility transport  
**Power Plant:** P & W 600 hp.  
**Weight empty:** 4,165 lbs.  
**Weight loaded:** 7,600 lbs.  
**Remarks:** Designed to operate in the undeveloped areas of Canada. Factory designation DHC-3.

**Span:** 58' 0"  
**Length:** 41' 10"  
**Max. Speed:** 160 mph.  
**Range:** 1,050 miles  
**Climb:** 1,000 f.p.m.

**PACKET**

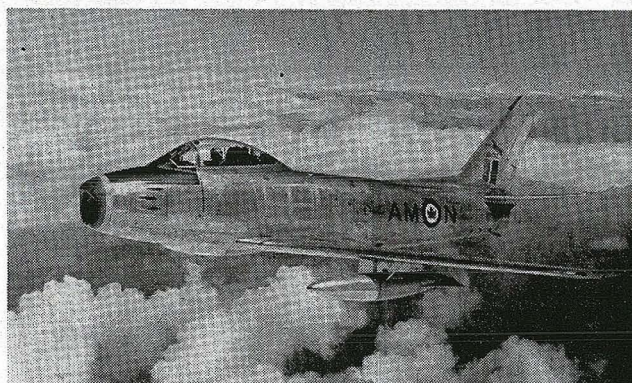
**Builder:** Fairchild  
**Type:** Cargo or troop transport  
**Power Plant:** Wright 7,000 hp.  
**Weight empty:** 39,750 lbs.  
**Weight loaded:** 64,000 lbs.  
**Remarks:** Specifications for the C-119F, usually referred to as the Flying Boxcar.

**Span:** 109' 3"  
**Length:** 86' 6"  
**Max. Speed:** 296 mph.  
**Range:** 3,480 miles  
**Climb:** 800 fpm.

**PIASECKI H-21A**

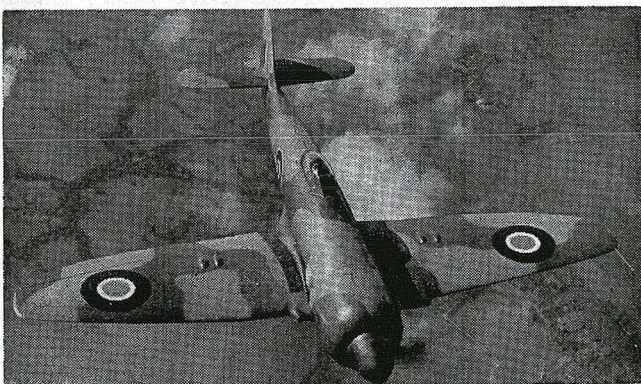
**Builder:** Piasecki  
**Type:** Arctic rescue  
**Power Plant:** Wright 1,425 hp.  
**Weight empty:** 8,900 lbs.  
**Weight loaded:** 13,256 lbs.  
**Remarks:** RCAF has ordered six. Specifications for H-21B. The H-21C is a troop carrier version.

**Rotor diam.:** 44' 0"  
**Length:** 52' 6"  
**Max. Speed:** 117 mph.  
**Climb:** 1,420 fpm.

**SABRE**

**Builder:** Canadair  
**Type:** Fighter  
**Power Plant:** G.E. 5,200 lbs. s.t.  
**Weight empty:** 10,000 lbs.  
**Weight loaded:** 16,500 lbs.  
**Remarks:** Specifications for F-86E of which 740 were built by Canadair. The newest model, 5F, is powered by the Orenda of 6,500 lbs. s.t.

**Span:** 37' 1"  
**Length:** 37' 6"  
**Max. Speed:** 670 mph.  
**Climb:** 7,500 fpm.

**SEA FURY**

**Builder:** Hawker  
**Type:** Navy fighter  
**Power Plant:** Bristol Centaurus 2,480 hp.  
**Weight empty:** 9,240 lbs.  
**Weight loaded:** 12,350 lbs.  
**Remarks:** The last piston engined fighter to be built in quantity in U. K. Specifications for the F.B. 11.

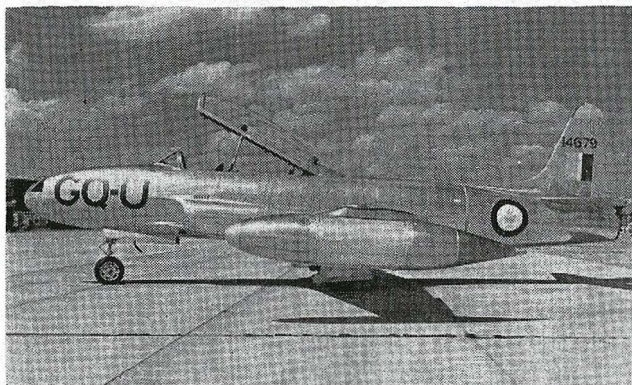
**Span:** 38' 5"  
**Length:** 34' 8"  
**Max. Speed:** 450 mph.  
**Combat radius:** 720 miles  
**Climb:** 4,320 fpm.

**S-51**

**Builder:** Sikorsky  
**Type:** Air-sea rescue  
**Power Plant:** P & W 450 hp.  
**Weight empty:** 3,805 lbs.  
**Weight loaded:** 5,500 lbs.  
**Remarks:** British version built under licence by Westland is known as the Dragonfly.

**Rotor diam.:** 49' 0"  
**Length:** 41' 0"  
**Speed:** 103 mph.  
**Ceiling:** 13,500 ft.  
**Climb:** 1,000 fpm.



**SILVER STAR**

**Builder:** Canadair  
**Type:** Advanced trainer  
**Power Plant:** Allison 4,600 lbs. s.t.  
**Weight empty:** 8,084 lbs.  
**Weight loaded:** 11,965 lbs.  
**Remarks:** Designed by Lockheed as the T-33 and built under licence by Canadair. Originally known as TF-80C. 576 ordered by RCAF.

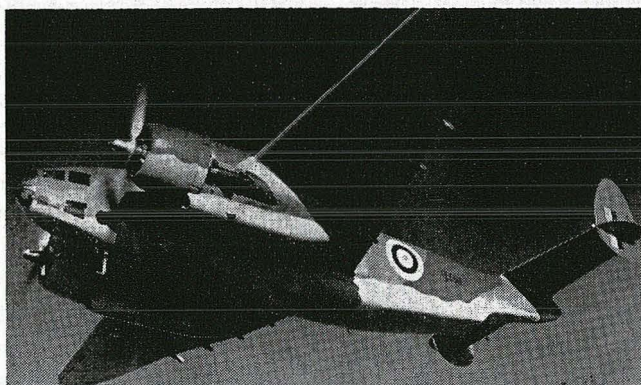
Span: 38' 11"

Length: 37' 9"

Maximum Speed: 580 mph.

Range: 1,345 miles

Climb: 5,525 fpm.

**VENTURA**

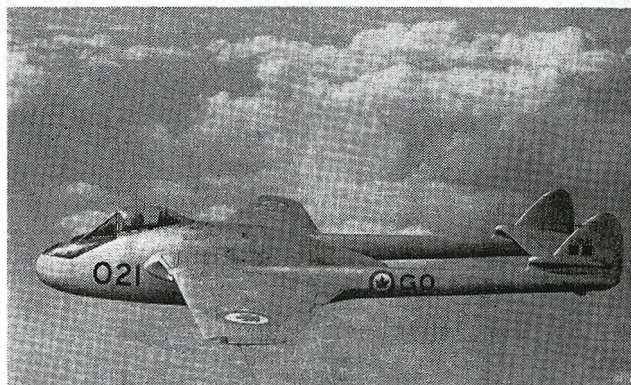
**Builder:** Lockheed.  
**Type:** Target Tug  
**Power Plant:** P & W 3,700 hp.  
**Weight empty:** 19,373 lbs.  
**Weight loaded:** 31,000 lbs.  
**Remarks:** Earlier versions used as light bombers and transports during the War.

Span: 65' 6"

Length: 51' 8"

Speed: 300 mph.

Range: 2,000 miles

**VAMPIRE**

**Builder:** De Havilland  
**Type:** Fighter-bomber  
**Power Plant:** D.H. Goblin II,  
 3,100 lb. s.t.  
**Weight empty:** 7,134 lbs.  
**Weight loaded:** 12,263 lbs.  
**Remarks:** Specifications for F.B.5. Many other versions have been built up to F.B.53.

Span: 38' 0"

Length: 30' 9"

Max. Speed: 521 mph.

Range: 1,170 miles

Ceiling: N.D.A.

Climb: 4,250 fpm.

**WACO CG-4A**

**Builder:** Waco.  
**Type:** Glider transport  
**Power Plant:** None.  
**Weight empty:** 4,500 lbs.  
**Weight loaded:** 7,500 lbs.  
**Remarks:** \*Speed and range are shown when towed by a Dakota.

Span: 83' 8"

Length: 48' 4"

Max. Speed: 150 mph.\*

Range: 900 miles\*

**Canadian Aviation**

# NEW PUBLICATIONS

**T**HE Techniques of Supervision" by Alfred R. Laitner (Arthur R. Croft Publications, New London, Conn.) is an extremely useful book for any company to buy for its library or indeed for any supervisor or would-be-supervisor. Its price is \$4 but a paper bound edition available for purchase by companies for its supervisors is \$2. The National Foremen's Institute, who have assisted in its publication, say it is "specific, stimulating, pointedly practical and readily applicable—easily one of the best approaches to the subject."

**T**HE Aeroplane's 1954 Directory of British and Commonwealth Service and Civil Aviation (Temple Press, London. Price, 21s.) has been improved by the introduction of an easier system of reference to its various sections. It contains references to over 1,600 personalities in British aviation and is a very useful addition to any aeronautical library.

**T**HE FIGHT AT ODDS" (available postpaid from the U. K. Information office at Ottawa at \$3.15) by Denis Richards is the first of a three volume history of the RAF from 1939 to 1945 to be published. This particular volume covers the period to 1941 and includes such famous incidents as the attempt to operate Gladiators from a frozen lake in Norway, the attack on the Albert Canal bridges, the evacuation from Dunkirk, the great air battles of August and September, 1940, the bombing of Coventry, the airborne assault on Crete, the siege of Habbaniya and the escape of the Scharnhorst and Gneisenau.

Denis Richards and Hilary St. G. Sanders, who wrote the second volume, were given full access to official secret documents from those concerning the higher direction of the war down to the sortie and combat of individual pilots. They have also drawn on the records of the enemy and on personal accounts.

Against a wide backdrop of history, the story of the RAF on the flying side during the early critical days of World War II is told in a very readable manner. Because of the authoritativeness of the material and the book's polished literary style, we were reminded of Churchill's histories of the war or of Chester Wilmet's "The Struggle for Europe." Many useful charts and maps are included.