

S.A. Buys Sabre 6's

Canadair recently announced the sale to the South African Government of sufficient Sabre 6 aircraft, plus spares to equip two squadrons of the South African Air Force. The exact number of aircraft was not disclosed, though probably about 40 machines are involved. Canadair President J. Geoffrey Notman placed the value of the order at over \$10,000,000.

SAAF veterans of Korea, who had flown USAF F-86's there, recently flew late model RCAF Sabres in Europe, and this experience apparently helped influence the South African Government in favor of the 6's. Canadair VP Sales Peter Redpath commented that the superior performance of the 6 clinched the sale. Though deliveries could start immediately, South Africa has asked for them to be delayed until nine months hence, with completion of the order in the following three months.

Training of key SAAF personnel, both air and ground crews, will be done at Canadair. The fighters will likely be ferried from Montreal via the U.K., Europe, and North Africa.

Avro Expansion

A. V. Roe Canada Ltd. has offered, for \$30 a share, to purchase all the outstanding stock of Canadian Car & Foundry Co. Ltd. The transaction

would amount to roughly \$22,200,000.

CanCar, with plants at Montreal and Fort William, manufactures aircraft, aircraft components, railway cars, streetcars, buses, mining equipment and steel castings. It is currently completing a USAF contract for Beechcraft T-34 Mentor trainers and tooling up to build components for the Grumman CS2F Sentinel anti-submarine aircraft. Some months ago it filled Canadian and U.S. orders for more than 500 T-6 Harvard trainers.

Among the company's wartime assignments were the construction of Hurricane fighters and Helldiver bombers and the fabrication of parts for other combat aircraft. It also built prototypes of two of its own designs, the Gregor biplane fighter and the McGill biplane trainer, and the prototype of a twin-engine transport, the Burnelli Loadmaster. Before the war it built a small number of Grumman Goblin naval fighters.

If Avro's offer is accepted — and the shareholders have until October 8 to make up their minds — CanCar would join the industrial complex that already includes Avro Aircraft, Orenda Engines and Canadian Steel Improvement. Avro's expansion is patterned generally after that of the Hawker Siddeley Group in Britain, of which it is a member.

Avro president Crawford Gordon,

Jr., said the proposed integration was a natural one and that there were many mutual advantages which could accrue. It "represents another step toward the previously announced goal of A. V. Roe Canada . . . toward a broadening of its industrial base and a diversification of its operations and interests . . . and reflects, I believe, the deep-rooted interest of the Hawker Siddeley Group in our Canadian operations and in the future of Canada itself."

Otters to the U.S.

Four Otters were to be delivered this month from the Toronto plant of de Havilland Aircraft to the U.S. Navy for an expedition to the Antarctic. This is the USN's first Otter order; substantial numbers are being delivered to the U.S. Army.

They are to be carried aboard ice-breakers and will operate into the heart of the polar continent, performing reconnaissance and flying men, equipment, stores and dog teams to base camps.

Drone Prototype

Canadian Aviation Electronics of Montreal, after extensive research into the subject, is engaged in the design of a radio-controlled drone target aircraft. The project is described as a private and speculative one; military interest has not yet been expressed in contract form.

Before CAE gave the go-ahead for the design of a prototype, its design and development group carried out work in these fields: operational requirements, aerodynamic design, structural design analysis, autopilot analysis, radio-command link analysis and electronics design of specialized equipment.

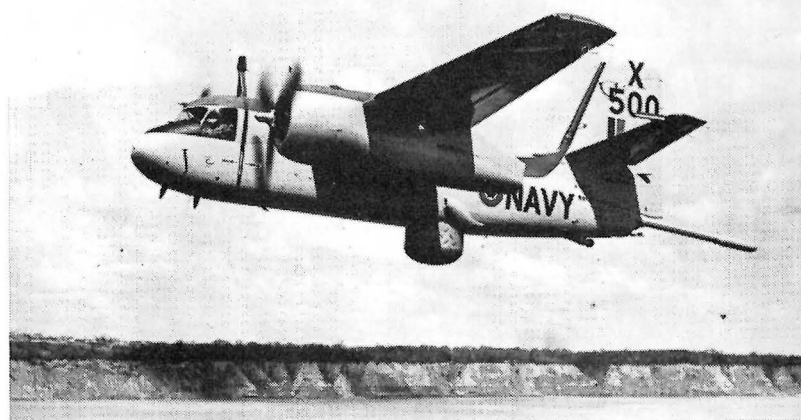
"It is of decided interest to Canadian industry and all Canadians," says a company announcement, "to visualize the divergent skills which were concentrated on this one project and the studies in many separated, yet related fields, which could be carried out through the availability of an electronic design and development group which ranks as the most complete assemblage of electronic brainpower in Canada."

" . . . The company was also able to rely on its experience in circuit design, in servo mechanisms, transmitter receiving design, the packaging of electronic circuits for airborne use and in radar design and analysis."

RCAF interest in flying targets was



COLORFUL SABRES: Crowded with Sabre 6's and T-33's is Canadair's big flight test hangar. Sabres wear the new camouflage scheme in which all aircraft of this type are now being finished. Scheme utilizes two shades of green on upper surfaces, and light blue underwing and belly. RCAF Sabres in Europe have flatter finish than evident above and also have Canadian ensign in place of the tri-color bar on the vertical fin. No squadron insignia are being permitted.



FULL DRESS: Shown in RCN colors for the first time is the Grumman S2F-1, a modified version of which (known as the CS2F-1) is now in production at the Downsview plant of The de Havilland Aircraft of Canada Ltd. This particular aircraft, a Grumman-built model, was supplied to the RCN by the USN for study by the Canadian contractor and for trial modifications. A total of 100 of these anti-submarine airplanes are on order for the RCN, with the first scheduled to fly by the end of this year. Planned delivery rate is some 25 units per year.

evidenced a few years ago by a series of tests at Deseronto, in the Trenton area, using a number of small, U.S.-supplied drones. Two Mitchell bombers at Trenton were radio-equipped to control them.

AEL Expansion

The immediate beginning of construction of an addition to the main plant in Montreal of Aviation Electric Ltd., has been announced by A. Bandi, president. Plans call for the construction of a second floor of 19,000 sq. ft. at the front of the present building. This will provide increased facilities for engineering and research, and space for expansion in other departments, according to Mr. Bandi.

It is expected that the construction program will be completed by the end of September.

Canadian Agent

Data Processing Associates Ltd. of Ottawa has been appointed exclusive Canadian sales, service and engineering representative for Mid-Century Instrumatic Corp. of New York, manufacturer of electronic precision analogue computers and computing equipment.

New Accommodation

The manufacturing engineering facilities of Canadair Ltd., Montreal, are now housed in a new, single-storey, \$1,500,000 building, providing 139,600 sq. ft. of floor space, at the south end of Plant 1. It includes a foundry and plaster shops; jig shop; template and photo reproduction areas, and pattern shop.

Vice President—Manufacturing R. A. Neale, addressing himself to the 92 members of the management and supervisory staff, said during the official opening ceremony:

"It is obvious to me, as I hope it is to each one of you, that those of us who sponsored this project can look forward to an immediate gain in output at less cost in less time, solely by virtue of this vastly improved facility.

"At the same time, because of improvement in the physical plant, your job has been made easier and your burden lightened. You don't have far to travel, communication has been shortened, lifting capacities, convenient space for production and storage, template reproduction, die cleaning and fitting, and many other functions, have been expanded and improved upon.

"The degree of our success in achieving good tooling cost performance on the CL-28 (Canadair's maritime reconnaissance adaptation of the Bristol Britannia) will certainly reveal Canadair's competitive position in regard to future business."

President & general manager J. G. Notman said the original discussions about a building for the manufacture of tools and fixtures took place in 1951 but at that time funds were not available for such an extensive project.

"Early in 1954, with the advent of the CL-28 program," he said, "consideration was again directed toward providing a facility to permit centralization of tooling activities and this large building is evidence of the com-

pany's confidence in the future."

Administrator of all activities in the new building is R. J. Higman, Canadair's manager of manufacturing engineering.

Field Diversifies

Field Aviation Co. Ltd. of Oshawa, after acquiring several new lines of aircraft supplies this month from MacDonald Bros., Winnipeg, now lays claim to being Canada's foremost aviation supply house.

The principal additions are paints, dopes and varnishes, skis, aircraft tapes, cables and hoses, oxygen equipment, batteries, propellers, aircraft instruments, parts and accessories, sheet metal, hardware and plastic products.

Oshawa will continue to be headquarters for the expanded business and sales outlets will be maintained at Winnipeg, Calgary and Ottawa. A warehouse is being established at Vancouver.

Field is the exclusive Canadian distributor for the aircraft of Blackburn & General, Hunting Percival and Beech, and the gas turbine engines of Blackburn-Turbomeca.

Fuel Flow Checks

Standard Aero Engine Ltd. of Winnipeg has become the first Bendix distributor to establish overhaul facilities for jet engine fuel controls. It has received an RCAF contract to overhaul and test the Bendix fuel flow control units used on Orendas.

The company has recently completed a one-storey concrete addition to its present building. Some 9,000 sq. ft. has been allocated to accessory overhaul and 2,000 sq. ft. to the stores department.

CAE Simulators

Some time this summer, Canadian Aviation Electronics of Montreal expects to deliver to the RCAF its first home-designed CF-100/4 flight simulators. They were designed and developed under a Defense Production Department contract.

DDP Purchases

Since the formation of the Department of Defence Production in April of 1951, it has purchased 3,700 airplanes, according to T. E. Stephenson, director of the DDP's Aircraft Branch. Mr. Stephenson, who was speaking to a group of aviation writers in Toronto, said that of this total, approximately 700 had been imported, while an