Canadair/Convair Link

Canadair acquired an even more important place in the world's aircraft manufacturing industry, March 31, when it became linked with Consolidated Vultee Aircraft Corporation as the result of the purchase of control of Convair by General Dynamics Corporation, Canadair's American parent company.

The announcement of the acquisition of control of Convair was made jointly by John Jay Hopkins, chairman and president of General Dynamics, and Floyd B. Odlum, president at Atlas Corporation, from which the 400,000 shares involved were purchased. The deal makes General Dynamics the owner of the largest single block of Convair stock (the stock to be transferred represents about 17% of the approximately 2,400,000 common shares presently outstanding).

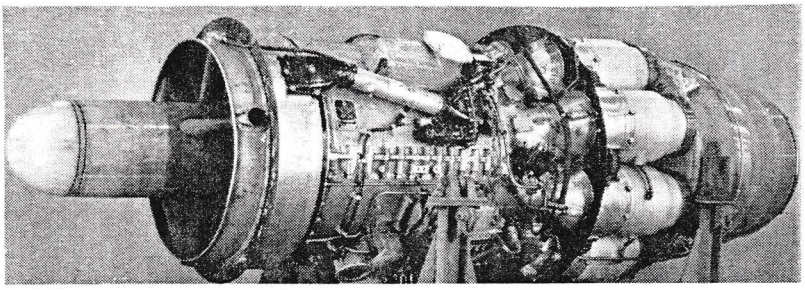
Under the agreement, General Dynamics will acquire the block of Convair common stock for $8,700,000 cash and 20,000 shares of common stock of General Dynamics. Atlas Corporation will retain 30,300 shares of Convair as a portfolio investment.

The transaction is to be completed at the annual meeting of Convair stockholders during the latter part of this month, at which time it is expected Mr. Hopkins will become chairman of the board of Convair, in addition to his present positions of chairman and president of General Dynamics, and chairman and managing director of Canadair.

The very close association of Canadair and Convair to be brought about by the transaction should result in some interesting development. Canadair is renowned as a producer of aircraft, while Convair also holds a lead spot in this field, as well as being the birthplace of top civil and military designs.

Convair has aircraft plants at San Diego and Fort Worth, and a guided missile plant at Pomona, making it one of the largest U.S. aircraft manufacturers. It is the builder of the B-36 strategic bomber and is building the delta F-102 for the USAF, the P5Y and the R3Y ("Tradewind"—turboprop powered flying boat) for the USN, as well as the Navy's XF2Y "Sea Dart", the water-based fighter utilizing hydro skis.

Convair has also sold its Convair-Liner all over the world, the latest production model being the 340. This aircraft is also built for the USAF as the T-29 navigation trainer, and the C-131 air evacuation transport.



MORE POWER TO THE AVON: Now being produced by Rolls-Royce is the Avon RA. 7 (above) rated at 7,500 lbs. st. th. Rolls-Royce says that development of the RA.2, RA.3, RA7. and RA.7R (reheat) engines has resulted in an 8%, 15%, and 27% thrust increase in four years. In January, the RA.7R completed a 150 hour type test at a rating of 9,500 lbs. th. In spite of added weight as a result of strengthening to meet the loads imposed in high-speed fighter aircraft, the thrust to weight ratio of the Avon has continued to improve. Other Avon developments are the RA.14, about which no details have yet been released, and a civil version of 9,000 lb. thrust.

Aviation Exports

During the first two months of 1953, Canada exported 31 aircraft with a valuation of $1,115,164. Most of these, 25 worth $920,200, went to the U.S.; of the others, one went to New Zealand, two went to Colombia, two went to French East Indies, and one went to Japan.

Aircraft parts exported in the same two months reached a value of $1,975,453. Biggest single customer was once again the U.S., which took $1,344,341 worth of parts; the remainder of the total was divided among 42 different countries located in every conceivable part of the world.

Another type of aviation export from Canada was the export of goods imported earlier from some other country and then re-exported. In this classification were aircraft parts worth $719,253.

USAF T-34A Order

Approximately 500 aircraft are involved in the USAF order for Beech T-34A trainers, placed recently with Canadian Car & Foundry Co. Limited and Beech Aircraft Corporation, according to U.S. reports. The same report says that the order is split about 60% to Beech and 40% to CanCar. This would make the Canadian firm's share some 200 aircraft.

General Dynamics Boom

Record "highs" in sales, earnings and year-end backlogs were disclosed by General Dynamics Corporation, parent company of Canadair Limited, in its recently released 1952 annual report.

"Net earnings of the corporation and its subsidiary in 1952, after provision for Federal and Canadian income taxes, amounted to $4,917,176, a gain of 27% over the 1951 figure of $3,872,203, which itself exceeded any previous year in the corporations history," the report said. The report, as usual, does not separate Canadair's financial record from that of the parent company and other subsidiaries, however, it is generally estimated that in the past couple of years, Canadair has accounted for approximately 70% of the total sales and net profits shown by the consolidated balance sheet.

The report continues: "Sales in 1952 were $134,551,610, almost two-thirds again higher than 1951. . . A good portion of this sales increase was provided by Canadair Limited . . . which is presently mass-producing the . . . F-86 Sabre." Quantity production, beginning about the middle of this year, of the T-33 Silver Star for the RCAF, should further increase sales during 1953, the report said.

While expanding its production of combat and training aircraft, Canadair is also a principal participant in Canada's guided missile program, the report stated, and has already produced a considerable number of test models.

At least two years will be required to complete a number of the major orders of the corporation's consolidated

backlog, which at the year's end hit an estimated $372,000,000, the largest year-end figure in the corporation's history and 39% higher than the comparable 1951 figure of $267,674,000.

500 Sabres

Five hundred F-86E Sabres have now been delivered to the Canadian Government, it has been announced by J. Geoffrey Notman, OBE, president and general manager of Canadair Limited. (See *Aircraft*, March, 1953, p. 22.)

Inclement flying weather has held up acceptance flying tests somewhat, Mr. Notman pointed out, but added that Canadair's record of meeting every schedule has been maintained. The original contract with the Canadian Government was signed in August, 1949, for 100 F-86's, with the first aircraft to be delivered twelve months later.

The first machine rolled off the assembly line on schedule, and just three-and-a-half years ago this first Canadair-built Sabre roared over Montreal on its first public demonstration flight. The original order has since that time been increased substantially. Canadair-built F-86E's are now in service with the RCAF, the RAF, and the USAF.

Sanderson Unionized

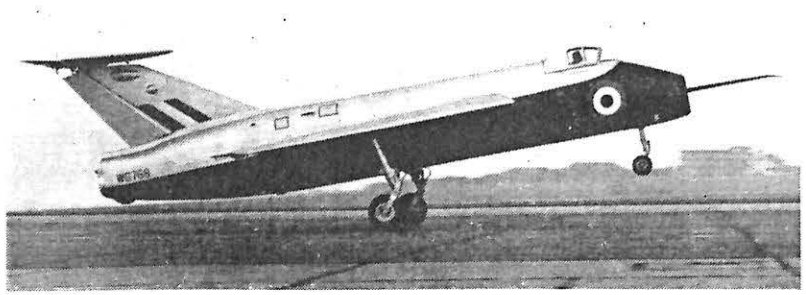
Sanderson Aircraft Limited and the United Auto Workers (CIO-CCL) have signed a union shop agreement, it has been announced by Roy G. England, UAW director of union organization in the Canadian aircraft industry.

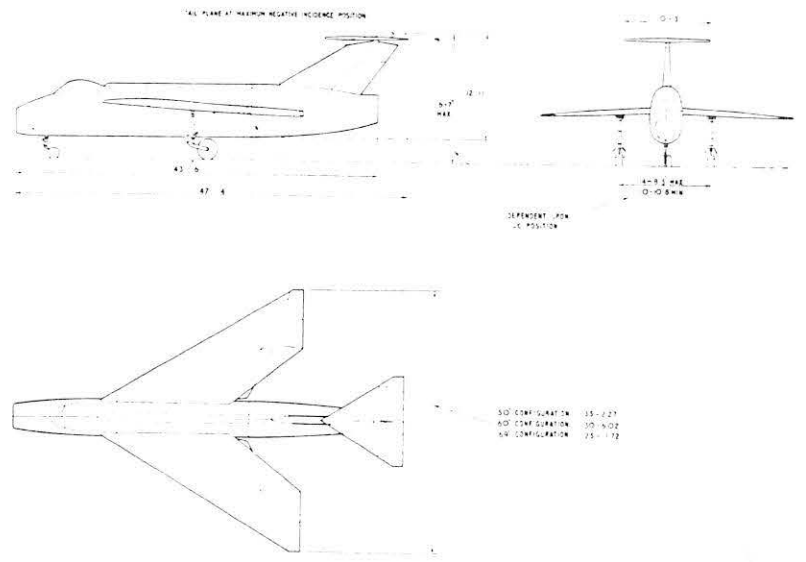
The agreement, which extends over a year, calls for all employees to sign with the union, and new employees to become members within 30 days. A pay increase of 10 cents an hour across the board was negotiated last December, with additional increases up to 23 cents an hour effective March 2, 1953.

Sanderson Aircraft, located at Malton, Ontario, is a large sales and service organization carrying out a substantial program of Beaver component manufacture under subcontract to The de Havilland Aircraft of Canada. Employment is over 100.

Ejection at 30,000

During March, the Martin-Baker Automatic crew ejection seat was successfully live tested from over 30,000 feet, believed to be the highest altitude at which such an ejection, forced or premeditated, has been effected. Everything worked perfectly, according to R. A. J. Murison, general manager of Canadian Flight Equipment Limited, Martin-Baker licensees for North America.





VARIABLE SWEEP: The Short SB/5, an adjustable wing research aircraft, has been flying since last December. Like the USAF's Bell X-5, the SB/5 was designed so that varying degrees of sweepback can be applied to the wings. The tailplane can also be positioned either at the extreme top of the fin or below the rear part of the fuselage, and its angle of incidence is variable. Unlike the X-5, however, the SB/5's wings evidently cannot be varied in flight. According to Short Bros., the varying degrees of wing sweep are achieved by fitting alternative components and four configurations can be tested. These are 50°, high tail unit; 60°, low tail unit; 60°, high tail unit; 69° high tail unit. Tailplane incidence can be varied in flight between 10° above ore 10° below the horizontal. The SB/5 is powered by a Rolls-Royce Derwent which is positioned well aft of the pilot.

Sabres for France

Sabres to aid France in the Indo-China war were requested during the recent Ottawa meeting of high French and Canadian government officials, according to news reports from the Canadian capital.

Contracts Awarded

Contractors awarded business in excess of $10,000 by the Department of Defence Production during the period January 16 to February 14, 1953, include the following. The list does not include orders placed by the Department outside Canada or with other government agencies, and increases in orders placed earlier—nor do orders classified as secret appear here.

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

Aluminum Co. of Canada Limited, Montreal, $129,177 for aluminum.

Automotive Products Co. Limited, Montreal, $17,382 for aircraft towing tractor spares.

Aviation Electric Limited, Montreal, $62,892 for aircraft instruments.

Aviation Electric Limited, Montreal, $124,289 for aircraft instruments.

The Babb Co. (Canada) Limited, St. Johns, P.Q., $30,466 for aircraft repair.

Bancroft Industries Limited, Montreal, $50,487 for aircraft instruments.

Canadair Limited, Montreal, $355,000 for mobile training unit.

Canadair Limited, Montreal, $21,489 for airframe spares.

Canadian Car & Foundry Co. Limited, Montreal, $38,321 for aircraft parts.

Canadian Pratt & Whitney Aircraft Co. Limited, Longueuil, P.Q., $54,751 for helicopter spares.