



MODIFIED CANSO. Extensively modified to fire fighting configuration Canso for Canspec Air Transport, Calgary is turned over by Bristol. Left to right D. A. Newey, Bristol's Contracts Administrator; Woody Roderick, Bristol Sales Manager—Aircraft; Canspec President Ron Jenkins and Vice-President and General Manager Bert Sechrist

Indications are that this configuration will meet with wide acceptance as a really practical bush plane with true single engine performance. The Beech 18 with floats and a large three by four foot cargo door, plus an exit hatch above the pilot's compartment, is expected to provide twin engine capability to meet the requirements in Canada's north. The large double hinged cargo door easily admits a four by eight foot sheet of plywood. Either half of the door can be opened independently.

Bristol has also carried out a certification assignment on four Beech 18s for Sioux Narrows Airways, Island Lake Airways, Ilford Airways and Shatto Construction. These aircraft will all be fitted with Bristol designed float attachment fittings and at a later date will be ski-equipped for winter operations.

Converting these land planes to water use is expensive, but the northern operators are happy with the deal. They picked up each plane for a bargain basement price. Reconditioned and equipped with floats, these twin Beeches will, they figure, be able to compete with virtually anything flying in the north.

Varied Projects

Bristol's commercial activity has not been centered entirely around the twin Beech programs. It has included projects on such varied types as DC-4s, Super Constellations, DC-3s, Grumman Mallards and Goose, Otters, etc. A major modification and conversion program has just been

completed on a Canso aircraft for Canspec of Calgary, a newly formed specialty air transport company.

This machine is the first PBY in service for Canspec. The conversion included installation of forest fire suppression equipment in the form of externally mounted wing strut water tanks. Existing systems in the Canso were redesigned by Bristol and additional equipment was added to bring the aircraft into transport category. The engineers compartment was ripped out and controls and instruments redesigned into a forward position for co-pilot operation. JATO equipment was installed on the Canso. Its test firing in Winnipeg attracted a great deal of interest in this particular system with its application as standby

power in the event of engine failure and as additional power for take-offs under restricted conditions.

JATO equipment for standby power has been on the commercial market for some time and this safety equipment is finding wide acceptance among commercial operators. There is good reason for this. A standard DC-3 with JATO equipment will allow the pilot to take off without any gross weight restrictions at field elevations up to 5,000 feet, and from runway lengths of 3,200 feet at sea level and 5,200 at the 5,000 foot elevation.

Bristol Winnipeg also has extensive electronic facilities. A recently completed project involved weather radar installation on a twin Beech for Steep Rock Iron Mines.

Bristol Aviation Services Division in Winnipeg provides round the clock service and refueling for itinerant aircraft and is currently supplying ramp service for CPA, Pan American and Northwest Airlines.

The company isn't out of the military market by any means—but this time it's hedging its bets with civilian contracts. An increasing amount of the company's manufacturing activity is concerned with export of aircraft components and assemblies to American prime contractors.

Bristol recently received a contract from Hiller for development and manufacture of winterization kits for helicopters purchased by the Canadian armed forces. It is moving into new fields through design and manufacture of Black Brant rockets for upper atmosphere research purposes. These programs illustrate the great variety of work being done at Bristol Winnipeg in its so far successful effort fight back and keep a diverse facility functioning at a reasonable level.



AVRO 104 PRODUCTION. CF-104 interceptor wing tip and pylon fuel tank production in progress at the Malton plant of Avro Aircraft Ltd. The company recently shipped the first of 300 sets of tanks manufactured under DDP contract, to Lockheed.