



RUNNING UP: Members of the Engineering Institute of Canada watch a run-up of the CL-28 MR Britannia's powerplant on the special test rig which Canadair engineers developed for this installation (see "Aircraft", May, 1956). Earlier photographs appearing in this publication showed the engine uncowed. Main component of the powerplant is of course, a Wright R-3350 Turbo-Compound 18, rated at 3,700 hp.

Canadair Ltd. by the DDP, according to a recent announcement by the company.

The initial contract for 13 CL-28's was let to Canadair in February, 1954, and it was understood that other contracts were to follow, each of these to cover, in most cases, a block of 12 aircraft. If this procedure has been followed, then it is thought that all of the 50 aircraft to be built for the RCAF are now on firm order.

Estimated value of the aggregate CL-28 orders is \$185,000,000. The first machine is scheduled for delivery to the RCAF early in 1957.

Layoff at Orenda

Production cutbacks from 100 Orenda engines a month, during the Korean War, to less than 50 a month at present, have necessitated the layoff of a further 350 workers at the Orenda Engines Ltd., Malton, Ontario, according to a recent statement by Walter R. McLachlan, vice president & general manager.

According to the DDP, production of the Orenda is to be cut even below the current rate of less than 50 per month. The additional cuts referred to by the DDP are to be made on a sliding scale at various times during the next year.

In explaining the layoff arrangements to the employees, Mr. McLachlan said that . . . "steps already taken have succeeded in reducing to some extent

the impact of the lowered production rate. These include an increase in the schedules of sheet metal, repair, and overhaul work, also the addition of a third shift in the experimental plant. Other urgent efforts to reduce the effect of the production decreases are continuing."

To date more than 3,000 Orenda engines have been produced for the RCAF's CF-100 and the F-86 Sabre aircraft. Orders have also been filled for the South African and Colombian governments, both of which have acquired Canadair Sabres.

Meanwhile, the development work on Orenda's Iroquois moves into higher gear.

Avro Layoff

An estimated total of 500 employees are expected to be laid off by Avro Aircraft Ltd. as a result of a new Government-ordered cut-back in the rate of production of the CF-100. However, this latest stretch-out in production will not affect the total number of CF-100's to be produced for the RCAF, according to F. T. Smye, Avro Aircraft vice-president and general manager.

This latest reduction in Avro Aircraft employment is the third since January of 1955.

At one time, production of CF-100's reached a peak of 25 per month, but the stretch-outs of 1955 reduced this to about ten. The new rate of production has not been announced.

USN Orders Otters

The U.S. Navy has ordered nine additional Otters from The de Havilland Aircraft of Canada, Ltd. These will supplement the four Otters acquired last year for the Antarctic expedition, "Operation Deep Freeze", which comprised a preliminary phase of the U.S. contribution to the International Geophysical Year.

Australia and New Zealand are using Beavers for their preliminary survey operations in the Antarctic.

Maintenance Trainer

A \$650,000 contract for the design and manufacture of a maintenance trainer for the RCN, has been awarded to The de Havilland Aircraft of



GOLDEN ARROW: Scheduled for delivery to TWA early in 1959, the Convair Golden Arrow medium range jet transport (above), will have a cruising speed of 609 mph and will be powered by four GE J-79/CJ-805 turbojets of approximately 15,000 lb. th. each. The Golden Arrow is ostensibly almost identical to the Skylark 600 announced earlier. Horizontal stabilizer is mounted on the fuselage of the Skylark; Golden Arrow is distinguished by its gold finish.