aviation news digest

Industry

Rocket plant for Winnipeg

Canada's first production facility for the manufacture of solid rocket propellant is in the final stage of completion at Rockwood, Man.. 20 miles north of Winnipeg. It is being built for Canadian Bristol Aerojet Ltd. Installation of processing equipment and instrumentation of the administration centre and nine support buildings is now taking place and the complete plant activation and qualification program will follow.

When fully operative, the Rockwood plant will be capable of producing over two million pounds of propellant annually based on a two shift, five day week, operation. A high percentage of the instrumentation and accessory equipment now being installed has been designed and built at the main Bristol Aero Industries Ltd. plant, situated at the Winnipeg International Airport.

The company's program of sounding rocket production, agreed with the government in 1960, is proceeding on schedule.

With the co-operation of various agencies such as CARDE, the National Research Council, the Defence Research and Telecommunications Establishment, and Bristol's partner Aerojet-General Corporation of Azusa, California, the program has grown to the point where development work on the single-stage Black Brant III vehicle is almost complete, the first two-stage Black Brant IV is in process of being prepared for its initial test flight this summer, and design work on the Black Brant V is continuing.

Fairey diversification

Fairey Aviation Co. of Canada Ltd.'s Patricia Bay plant has branched out into manufacture of earthquake measuring instruments. The Dominion Astrophysical Observatory near Victoria, B.C., has ordered three of the seismographs, first of their kind produced in Canada. One has already been installed in the basement of the new law courts building in Victoria. The battery-operated instruments record the vertical and horizontal movements of the ground. U. S. government agencies have shown interest in the seismograph.

ASW hydrofoil for DHC

De Havilland Aircraft of Canada, Downsview, Ont., has been awarded a contract for design and construction of the prototype of an experimental hydrofoil anti-submarine warfare vessel for the Royal Canadian Navy. Marine Industries Ltd., Sorel, Que., is the subcontractor for the hull assembly and fitting out. De Havilland has been working on a design study for the craft since 1960; the production of the prototype is expected to take about three years. It will be 150 ft long, displace 180 tons, and be capable of speeds in excess of 50K. Propulsion will be by marine diesel when operating in displacement, and by gas turbine when foilborne. Craft will employ a Canadian-designed hydrofoil with a fixed surface-piercing foil system.

Black Brant III assembly

CASI honors members

Dr. G. H. Patterson, director of the Institute of Aerophysics, University of Toronto, was presented with the McCurdy Award at the annual dinner of the Canadian Aeronautics and Space Institute, held in Winnipeg last month. Dr. Patterson established the Institute of Aerophysics in 1949, and the quality of the research into the properties of shock waves and the molecular flow of gases, carried out under his direction, is admired throughout the scientific world. He is a fellow of the CASI, and was president in 1959.

Another award presented at the dinner was the F. W. (Casey) Baldwin Award, awarded to W/C W. M. McLeish, RCAF, for his paper entitled "The long and the short of runways." He is an associate fellow of the institute. The W. Rupert Turnbull lecture was presented by Gordon R. McGregor, president of Trans-Canada Air Lines. It was entitled: "The principles of airline management." Mr. McGregor is an honorary fellow of the CASI.

General A. G. L. McNaughton was appointed an honorary fellow of the institute at the annual meeting, and the following were elected fellows: Dr. G. V. Bull, W. F. Campbell, Dr. H. J. Luckert, Dr. Peter Savic and Charles Tilgner, Jr. Newly appointed president of the CASI for the ensuing year is D. R. Taylor, senior vice-president of Aviation Electric Ltd., Montreal; vice-president is R. D. Hiscocks, chief engineer of de Havilland Aircraft of Canada Ltd., Downsview, Ont.

Test cell for Leavens

A new test cell building erected by Leavens Bros. Ltd., Toronto, will enable the company to run two engines simultaneously. The well-instrumented facility complements a well-operated shop capable of complete overhauls of all engines up to 450 hp, as well as the repair and overhaul of propellers and engine accessories. Sale of aircraft parts and supplies, a growing segment of Leavens' business, was reported to be up 22% in the first quarter of this year compared to 1962, by president C. R. Leavens.

Defence contracts

Contract awards announced by the Department of Defence Production for the period March 16 to 31, included fifty-one contracts totaling $9,722,063 for repair, overhaul and modification of airframes, aero engines and aircraft accessories, the supply of aircraft spares and modification kits, maintenance, and engineering studies.

Companies receiving the largest amounts in this group were Northwest Industries Ltd., Edmonton, (five contracts totaling $2,722,258); Bristol Aero-Industries Ltd., Montreal and Winnipeg, (eight contracts totaling $2,439,000); Fairey Aviation Co. of Canada Ltd., Dartmouth, N.S. (twelve contracts totaling $1,547,000); Canadair Ltd., Montreal, (six contracts totaling $1,048,221) and Hawker Siddeley Canada Ltd., (Orenda Engines Division), Toronto, (two contracts totaling $675,000).

Large contracts were also awarded to Imperial Oil Ltd., Ottawa, for various petroleum products (thirteen contracts totaling $1,190,717); Standard Oil Co. of B. C. Ltd., Vancouver, for fuel oil (two contracts totaling $959,288); and Canadian Flight Equipment Cobourg Ltd., Cobourg, Ont., for thrusters and initiaters ($439,674).

Awards for the period April 1 to 15, included eighty-four contracts totaling $33,093,456 were for repair, overhaul and modification of airframes, aero engines and aircraft accessories, the supply of aircraft spares and modification kits, maintenance, engineering studies and associated services.

Companies receiving contracts involving the largest amounts in this group were Canadair Ltd., Montreal, (fifteen contracts totaling $4,245,970); Aviation Electric Ltd., Montreal, (five contracts totaling $4,244,039); Bristol Aero Industries Ltd., Montreal and Winnipeg, (five contracts totaling $3,404,000); Canadian Pacific Airlines Ltd., Vancouver, ($2,650,000); Standard Aero Engine Ltd., Winnipeg, ($2,559,000); Rolls-Royce of Canada Ltd., Montreal, (five contracts totaling $2,440,000); United Aircraft of Canada Ltd., Longueuil, Que., (three contracts totaling $1,461,000); Litton Systems (Canada) Ltd., Rexdale, Ont., ($1,400,000); Lucas-Rotax Ltd., Montreal, ($1,325,000); and Sperry Gyroscope