

Outlook for '57:

Industry leaders forecast

- New research emphasis for industry, exports up.
- Transport expansion continues, new equipment ordered.

FRED T. SMYE,
President and General Manager,
Avro Aircraft Ltd.

While I do not believe that an individual company is in a good position to assess the state of the industry as a whole, particularly in the military field, my general opinion is that the aviation manufacturing industry will continue at about the present level of activity throughout the forthcoming year.

In respect to the year ahead for Avro aircraft, I can be somewhat more definite.

We expect that total company employment will remain fairly constant

at its present level, based upon continued production of the all-weather CF-100 Fighter.

The principal engineering effort will be on design, test and development of the new delta wing supersonic CF-105. Similarly, the manufacturing division will be heavily engaged in tooling the CF-105 and in the development of new manufacturing techniques with the new materials necessary to advanced fighter aircraft.

Additional studies and developments of a highly classified nature will be continued during the year.

J. GEOFFREY NOTMAN,
President,
Canadair Ltd.

The aircraft industry in Canada can look forward to 1957 with confidence.

It is recognized that the defense requirements of the country, to a very large extent, govern the activity of our industry. The planned requirements for defense in the fields of submarine reconnaissance aeroplanes, all-weather day and night fighters, military transports, and guided missiles, together with the optimistic possibility of substantial work developing in the export field for military air-

craft, should go a long way toward maintaining or bettering, by a small margin, the present rate of activity.

Relatively stable employment over the past few years coupled with a continuing investment in modern plant and productive equipment has improved in the production costs.

The increased efficiency in the industry has, however, been largely offset by the continuing demands of labor for increased wages.

P. C. GARRATT,
Managing Director,
The de Havilland Aircraft of Canada Ltd.

Business in the industry will continue on about the present scale provided there is no great change in the political situation.

This will apply to de Havilland, as we hope to continue at the present level of production.

Our export business has been affected by the disturbances in the Middle East, and by the shortage of dollar exchange in other countries. The premium on Canadian funds is a handicap in meeting competition.

We are hopeful that the disturb-

ances will disappear without further violent action and allow the resumption of normal trade throughout the world, but this is a pretty tall order under conditions as they exist today and there is no doubt that export business will be somewhat reduced and will be more difficult to develop.

No expansion is contemplated beyond the present level of our activities. Progress is being made on the design of the DHC-4 twin-engined utility aircraft to add to our present types—the Beaver and the Otter.

"Greater emphasis on research, electronics

R. J. REYNOLDS,
President,
Bristol Aeroplane Co. of Canada
(1956) Ltd.

The manufacturing and servicing branch of the aviation industry in Canada looks as though it will continue through 1957 at about 1956 levels. Any expansion of production can only stem from exports and it is encouraging to see that Canadian-made fighters and utility transports are commanding ready acceptance in world markets.

During 1957 we shall see our Bristol company's Britannia aircraft in operation with Canadian Pacific Airlines, and North-East Airlines. Montreal will become the centre for Britannia technical services and parts supplies for North America.

Our Montreal engine plant has a satisfactory program of overhaul work

and in Vancouver we are building new turbine test facilities and equipping our plant to undertake the overhaul of Bristol Proteus engines and power units.

Our Winnipeg plant has a substantial volume of work ahead in the repair and modification of CF-100, Mitchell and Expeditor aircraft, though its manufacturing facilities both for light alloy structures and stainless steel jet engine components, are not currently fully employed.

Efforts are being made to secure manufacturing work in the U. S. Since there seems no immediate likelihood of the principal Canadian contractors utilizing the available capacity.

W. R. McLACHLAN,
President and General Manager,
Orenda Engines Ltd.

The recently announced West German order for 225 Orenda-powered Sabre fighters is a strong indication, I believe, of what lies ahead for the Canadian aviation manufacturing industry in 1957 and the years following.

For Orenda, the order will help to maintain a firm base of work for the years ahead. Along with current production for Avro CF-100s and Canadair Sabres for the RCAF in Canada and Europe, the order will be filled without expansion of present production facilities.

We expect to make considerable

progress during 1957 on development work connected with our Iroquois turbojet engine for which we hold a contract with the Department of Defence Production.

Orenda will complete a \$7.7 million expansion of test facilities at Malton and Nobel in 1957. Some of them are already in operation.

By March we will have completed the first year of a four-year course of study for Orenda technicians which is being sponsored jointly with the Orenda Engineers Association.

A second four-year course is expected to start in September.

E. J. COSFORD,
President and Managing Director,
Canadian Car and Foundry Co. Ltd.

The immediate future of Canada's aviation industry will, of course, be determined by the quickly changing international situation. Without benefit of occult perception, it can be assumed that the industry at the manufacturers level will remain constant for some time to come.

Canadian Car & Foundry Company, Limited has enjoyed a reasonable measure of activity during the past year and indications point to an equally good prospect for 1957. Our

Fort William plant will be engaged throughout the year in the manufacture of components for the Grumman CS2F sub-finder for the Royal Canadian Navy and also components for the DeHavilland Otter.

We are expecting that the current demand for Harvard spare parts will also be maintained. This program has been accelerated since our company secured exclusive rights for the manufacture and sale of this trainer.

J. F. TAYLOR,
General Manager,
Aircraft Products Div.,
Bendix-Eclipse of Canada Ltd.

The fast-growing aviation industry in Canada will reach a major turning point in 1957 as it moves into the supersonic age.

The strenuous efforts put forth by the design teams of the major aircraft and engine companies over the past few years will result in the production of prototypes on which production will be based. During the coming year the emphasis will gradually shift from design and development, to test, modification and some production of

the new equipment.

Bendix has completed plans and made arrangements to actively support the programs now under way and today a major part of its effort is being directed toward meeting production requirements.

Bendix will also introduce several new devices which have been under development for some time and it is expected that these new products will be evaluated and enter production during 1957.