

Rebuilding Aircraft for Peacetime Flying

The RCAF Training and Patrol Aircraft Become Useful Load Carriers For Bush and Charter Work When Conversion Work is Properly Done

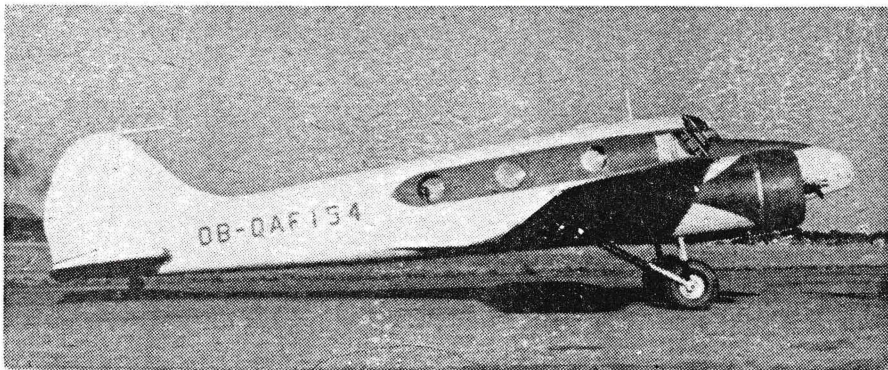
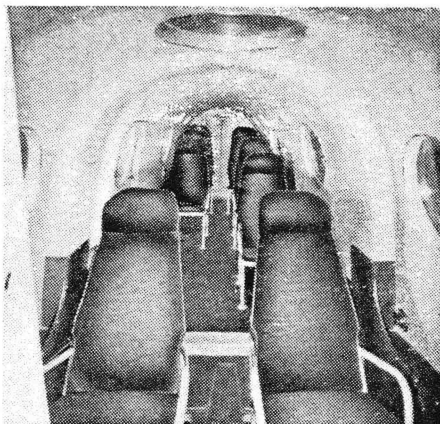
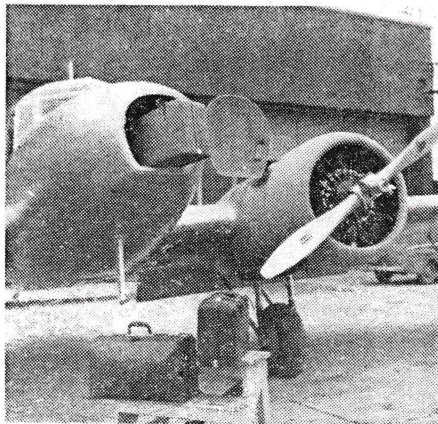
AIRCRAFT Industries of Canada Limited might be termed a good example of successful reconversion. In making former RCAF service aircraft available for various peacetime uses in Canada, South America and the Dutch East Indies the 70-odd employees, all of whom have had aviation experience dating back to before the war, have opened up a promising future for themselves.

When the magazine paid a visit to the self-contained workshop of the company at St. Johns Airport, an hour's drive from Montreal, 41 aircraft were being worked on and others were coming in. The company expects to keep using its long conversion experience for overhaul work and for the change-over of various types of planes, say freighters to passenger types. The company also has a charter from the Department of Transport to carry passengers on nonscheduled trips.

Since last June work has been carried on in two of the former Air Observers' School's double hangars. Stores, workshops and overhaul facilities are thus under one roof. The airport has excellent 2,600-ft. runways, taxi and parking strips. Previous to June the workshop was at Cartierville Airport in the hangar now used by the Montreal Flying Club.

Most of the conversion work has

One of the largest wartime aircraft to be converted is this type of amphibian — the Canso.



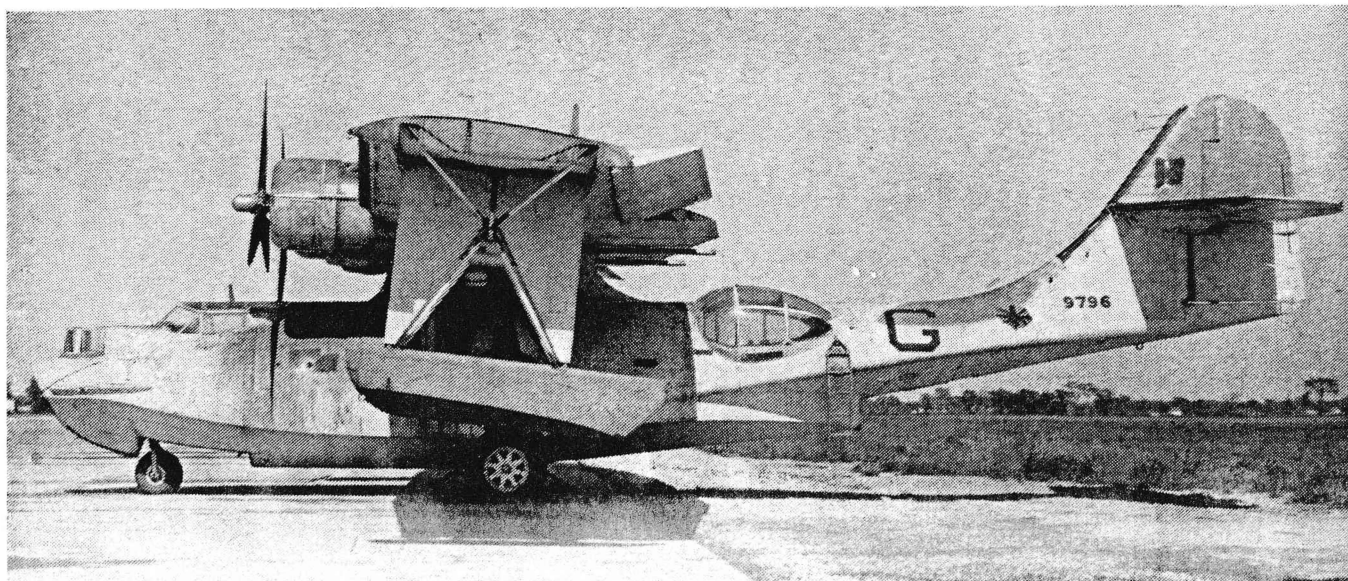
The Anson V is remodelled by this firm, and at the top are two views of features of the job. Left, the bomb aimer's luggage compartment, and right, the interior. Below is shown the completed "civilian" Anson ready for delivery.

been with Ansons. The Mark V has been altered for passenger, freighter, photography or executive needs for home use or export, and the Mark IV for passenger or freighter use outside the country as it is not licensable here.

As well as completely overhauling

the structure and engine of the Ansons, the company has several features of its own. It adds a large freight door on the port side if the prospective buyer intends to use it as a freighter, or seven passenger seats if he wants a passenger aircraft.

(Continued on page 70)



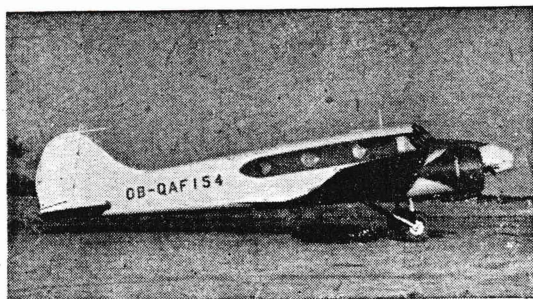
AIRCRAFT—New and Used

Specialists
in conversion of
ANSON & CANSO AIRCRAFT
for home use
or export

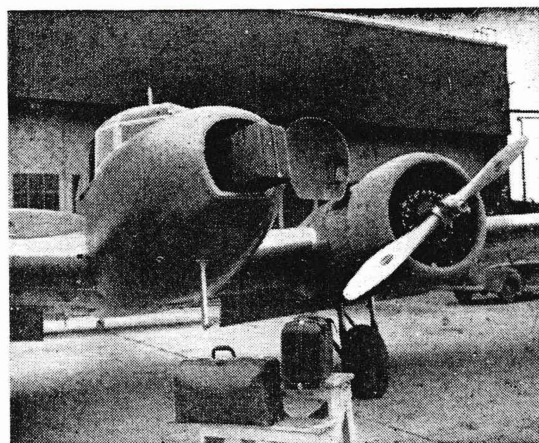
Conversion - Overhaul
Repairs on
All Commercial Types



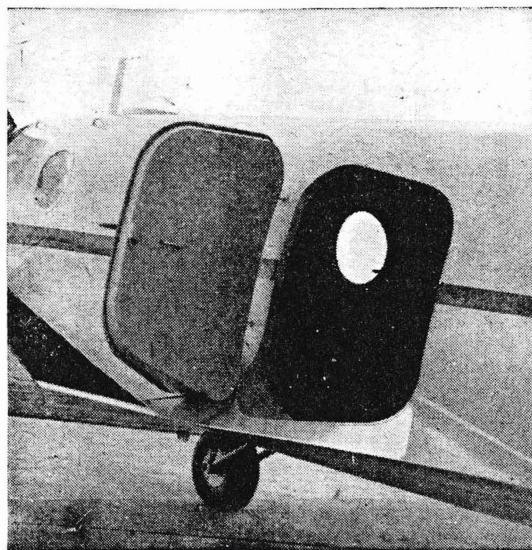
Interior of converted Anson V.



Anson V converted.



Anson V nose. Note easily accessible luggage compartment.



Anson V converted showing large freight door.

Our conversion work is performed in a custom manner. Your individual needs for the aeroplane is translated into the finished job in such a way as to fit your every wish.

Aircraft Industries of Canada Ltd.

EST. 1934

1411 Crescent Street, Montreal, P.Q.

Vice-President and General Manager, C. R. TROUP

Tel. PL. 8791

Assistant General Manager, J. H. LUCAS

\$2995.

(\$2995. sounds lots better than \$3000).

ONE ANSON V, LOW ENGINE TIME, COMPLETE WITH C. of A.

We're not going to work for a couple of weeks around Christmas, so there's very little time to take advantage of this offer. Let's say December 15th at the latest.

Again we make you a one-time "grab now or be sorry later" offer of one good low-time Anson V (with a Kashower Everything Works Good) C. of A. for \$2995. flyaway Oshawa.

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