THE INDUSTRY

Avro Employment Cut

A Government-ordered cutback in the production rate of CF-100's resulted in the lay-off, early in January, of about 1,000 production personnel at Avro Aircraft Ltd.

The lay-offs have reduced the Avro Aircraft employment rolls to approximately 9,000. Orenda Engines Limited, which, like Avro Aircraft, is a subsidiary of A. V. Roe Canada Limited, is not affected by the cutback and employment there remains at the 6,000 level. The lay-off mainly involved low-seniority semi- and unskilled workers in the assembly bays, production control, procurement, detail manufacturing shops, and flight services.

Though the rate of production of CF-100's has been reduced, the total number of the aircraft to be produced remains the same. In other words, the program is being stretched out to cover a greater period of time. The total number of CF-100's ordered has never been officially announced, but it is believed to be about 650, approximately half of which have already been completed and turned over to the RCAF.

One reason for the stretch-out is thought to be the recurring delays in establishing CF-100 squadrons. Originally, defence plans called for all CF-100 units to be formed by the end of 1954 but this squadron build-up is not now expected to be completed until well on in 1955. The lag is mainly due to a continuing shortage of manpower, both aircrew and groundcrew, and not until sufficient personnel can be trained to fly and service the big all-weather fighters- can all the planned squadrons be formed.

An official RCAF statement on the stretch out states: "The recently effected reduction in the rate of production of CF-100 aircraft at Avro is in conformity with the Government planned program. The plan called for this reduction when the number of aircraft now in existence, together with the number which will continue to come off production at the reduced rate, is sufficient to proceed with the planned build-up of CF-100 squadrons in the RCAF."

Fleet Earnings

A net profit of $436,451 for the year ending September 30, 1954, has been reported by Fleet Manufacturing Limited, Fort Erie, Ont. This compares favorably with the net of $401,264 recorded during the preceding twelve month period.

U.S. Otter Order Confirmed

Confirmation of *Aircraft*'s report (December, 1954) that the U.S. Army was planning to order 90 Otters, is contained in an announcement by The de Havilland Aircraft of Canada Ltd., stating that an order for 84 DHC-3 Otters is now in hand and a further order for an additional six is currently being processed.

The first six Otters on order will be delivered early in March to the Corps of Engineers, who will use them as supply aircraft on topographical survey operations in Alaska and the Caribbean area. Subsequent deliveries are to be allocated to the Transportation Corps troop companies. As specialists in close-support operations, these units operate out of any available improved strip in battle zones.

Under the terms of an agreement between the USAF and the U.S. Army, the Army is limited to the use of aircraft with an empty weight of not more than 5,000 lbs. The Otter, which in the civil freighter landplane version has a basic weight of approximately 4,350 lbs. (seaplane, approx. 4,750), gets under this weight limitation handily, though when it gets the full complement of military equipment which the military considers "standard," it must be very close to the 5,000 lb. mark.

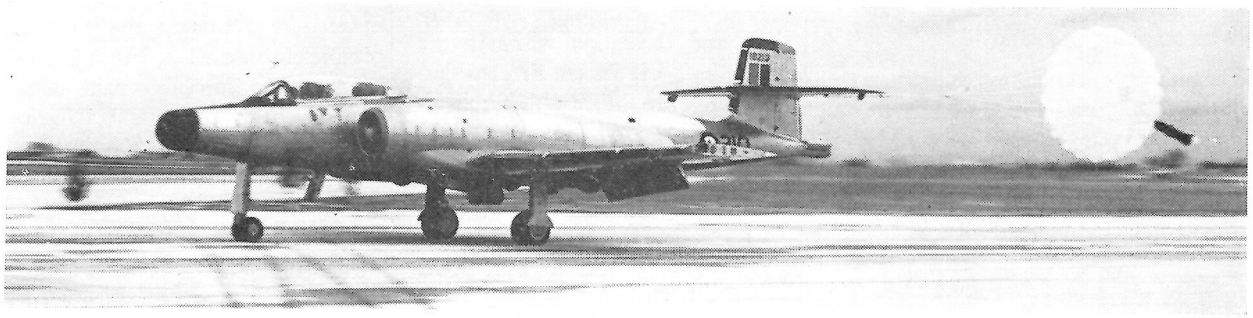
The Otter first flew in December, 1951, as the "King Beaver" and went into production shortly thereafter. Substantial deliveries have since been made to the RCAF, the Royal Norwegian Air Force, and a number of civil operators in Canada, Norway, and Colombia.

The most recent commercial order is from Philippine Air Lines for three Otters for use as 11-passenger transports.

Bendix in Canada

The formation of an Aircraft Products Division of Bendix-Eclipse of Canada Ltd., has been announced by the Canadian firm's U.S. parent company, Bendix Aviation Corporation, New York. The announcement was made by the corporation's president, Malcolm P. Ferguson.

General manager of the new Canadian operation will be J. F. Taylor (see "Names in the News"), formerly associated with the Avro Canada organization. The Aircraft Products Division's activities will be under the direct supervision of George E. Stoll, vice-president and group executive.



SHORT STOP: An Avro Aircraft CF-100/4 flown by Test Pilot Peter Cope is shown during landing tests with braking chute to reduce landing roll. The parabrake is normally stowed in the tailcone visible in this picture and is popped a moment before touchdown. The braking chute is a product of Irvin Air Chute of Canada Limited, Fort Erie, Ont. At present, installation is experimental and is not standard equipment on RCAF CF-100's. Production rate of these fighters was recently reduced as a result of a Government-decreed stretch-out.