

Can-Car Builds Harvard For World-Wide Sale

The Harvard aircraft, one of the best known training planes in World War II, will be manufactured and sold exclusively by Canadian Car & Foundry Company, Limited, of Montreal and Fort William, Ontario, on a world-wide basis (excluding United States).

Exclusive rights for the production and sale of the plane, and its component parts, arose out of a newly-signed agreement between Canadian Car and North American Aviation Inc., of Los Angeles, California. The plane will be produced at Can-Car's Fort William plant.

"Previous to this new amendment to our Harvard licence agreement with North American, our T-6 sales scope was on a limited basis," stated E. J. Cosford, president and managing director of Can-Car. "However, our sales potential has now been increased tremendously by the rights to sell this aircraft and its component parts on a world-wide basis."

Mr. Cosford also announced that the De Havilland Aircraft Company of Canada has chosen Can-Car as its major subcontractor in its new Grumman S2F program. This aircraft, considered to be the latest and most effective of its kind, is being procured by the Royal Canadian Navy for anti-submarine operations. Can-Car will build the complete wing system.

Can-Car entered the aircraft industry in 1937 with the establishment of an Aircraft Division at its Fort William plant where it also manufactures buses. Beginning on a modest basis, the division stepped up its activities at the outbreak of World War II. By 1945 the plant had delivered 1,650 British Hawker Hurricanes and 836 Curtiss Helldivers, in addition to spare parts, to the Royal Air Force and United States Navy respectively.

"Can-Car is particularly proud of this achievement as these aircraft played no small part in both the European and Pacific Theatres during the Second World War," stated Mr. Cosford.

As with other aircraft manufacturers, the Fort William plant experienced a recession in the years immediately following the war. During the past two years, however, the division has delivered 555 Harvard T-6 aircraft, complete with spare parts, to the RCAF and USAF. It is currently in the process of delivering 100 T-34A trainers to the USAF and 25 of the same aircraft to the RCAF, all with spare parts.

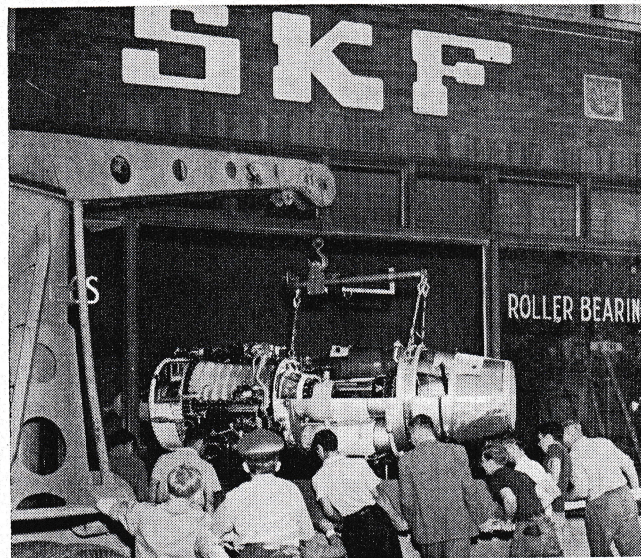
The Aircraft Division occupies a total of 662,000 square feet, including a large assembly building of three bays with an area of 216,000 feet; a machine shop of 17,600 feet; a prefabricated building 112,000 feet and other buildings and offices. In addition to these facilities, the company owns two hangars at the Municipal Airport, about one-and-a-half miles from the main plant. One hangar has an area of 7,000 square feet and the other, a double hangar, has 40,320 square feet.

The plant is equipped with overhead crane service, modern metal-working equipment producing both tooling and production machined parts; fabricating units including drop hammers, hydraulic presses, punch presses, spot welders, brakes, shears, forming rolls, etc. It also has metal-treating equipment such as heat treating, cadmium plating, anodizing, etching etc.

L. H. Kottmeier is sales manager of the Aircraft Division.

Bell Aero Museum

Plans are being made for the Alexander Graham Bell Memorial Museum to be built at Baddeck, N.S., in memory of the inventor. The building, expected to cost about \$150,000, is to be completed by spring of 1955. The bulk of the inventions to be placed in the museum will be those developed by Dr. Bell in the field of aeronautics. Many of Dr. Bell's discoveries were incorporated in the Silver Dart, first powered aircraft to fly in the British Empire, which was flown at Baddeck in 1909 by J. A. D. McCurdy.



CUT-AWAY SECTION OF "ORENDA" axial-flow gas turbine, designed and built by A. V. Roe Canada Limited, being installed in Canadian S K F show window in Toronto. The engine is about 12 ft. long and 6 ft. wide; including base it weighs more than 1½ tons. Installation presented quite a problem. A. V. Roe had a special crane from Malton; a pane of glass 8 x 10 ft. had to be removed; and finally, with the aid of numerous passers-by, the "Orenda" was manoeuvred into position. The engine, part of a Canadian aircraft bearing display, remained in the window until required for showing at the Canadian National Exhibition in August. It was the first time this "Orenda" had been publicly displayed, other than at the Trade Fair.

Frank Young Named McKee Trophy Winner

Frank Young, of Toronto, operations manager for TCA's Central Region, has been awarded the McKee Trans-Canada Trophy for 1953—the top award for meritorious achievement in Canadian aviation. He received the award for outstanding work in the development of the National Air Show, produced annually by the Toronto Flying Club under city auspices.

Mr. Young took to the air at the age of 17, when Canada's only flying school was at Hamilton. He flew in a Curtiss Jenny at the rate of \$1 a minute for lessons. But he had to wait until he was 19 before the Government would issue him a license. In 1928, with his new license, Mr. Young joined a barnstorming group of pilots who toured the country giving public exhibitions.

He later served with Aircraft Ltd. of Toronto and with National Air Transport and Central Airways. The development of night flying by instruments sent him back to school, where under Flt.-Lt. C. Roy Slemmon, now Air Marshal and chief of staff of the RCAF, he learned the new technique and then became chief flying instructor for the Brant-Norfolk Flying Club at Brantford.

He then joined Dominion Skyways, flying through Northern Ontario and Quebec. He flew the first scheduled air service linking Montreal, Val d'Or and Rouyn.

Young became one of the first captains for TCA. In 1939 he flew the first TCA transcontinental flight west of Winnipeg and in 1943 made TCA's first Toronto-New York flight. He was named chief pilot in 1940 and four years later was promoted to operations manager for the airline's eastern region at Moncton, N.B. He took over his present appointment in 1946.

SAS Plans

The first regularly-scheduled air flights across Canadian Polar regions may use Winnipeg airport or the tri-service base at Fort Churchill until the RCAF Namao airstrip at Edmonton is ready for civilian use. The Edmonton municipal field is some 500 feet short and SAS will abide by the decision of the Air Transport Board on establishing another landing place. It is hoped the trans-Arctic service from Los Angeles to Copenhagen, Denmark, will begin in October. Five test flights have been made and the necessary certification given by both American and Scandinavian authorities.