

Avro Employment Up

An increase of approximately 600 in the number of persons employed at A. V. Roe Canada Limited is reported for the past year. The figure is now approximately 2,200, but with the activity at present going on at Avro, there is no reason why this shouldn't increase considerably in the near future.

Substantial progress has been made on the all-weather fighter and the jet transport. Major components of the latter are now in the joining stage, and it is likely that late spring should see the first prototype ready for taxi trials. Work is also continuing on the repair and modification of Avro Lancasters, North American Mitchells, Douglas Dakotas, and Lockheed Venturas for the Air Force, and Avro officials expect that the present tempo of this work will be kept up.

Development is going ahead on the Chinook and the thrust output has now been raised to 3,500 pounds, which gives it definite commercial possibilities. Rapid progress is also being made on the Orenda, the second and larger gas turbine which has been designed and developed by Avro Canada's team of engineers. No details have yet been released on this engine, but the intimation has been that if it is satisfactory it will be used in both the fighter and the transport. Neither the fighter nor the transport have as yet been named, but they will both be given Indian names with appropriate meanings, as has been the practice in the case of the gas turbines.

Beaver Goes Latin

A de Havilland Beaver is currently completing a tour of South and Central American countries where it was extensively demonstrated by Major Hereward de Havilland of the parent company, and Australian test pilot Earl Wilde. C. H. (Punch) Dickins accompanied them on the first portion of the trip and then returned to Canada. The party has reported definite interest in the airplane in every country visited and inquiries have already been received from representatives of several of them.

So far 32 Beavers have been delivered and are in service and 21 more are on order. Production rate is one a week. All the Beavers now being

turned out of the de Havilland factory are receiving a coat of anti-corrosion paint which gives them a uniformly dull aluminum color that sets off the bright color of the trim better than the shininess of the natural aluminum. This policy was adopted following the discovery of corrosion on aircraft which were being operated off salt water along the west coast of Canada. Repeat orders for Beavers are currently being received.

The sale of Chipmunks is also meeting with good success, though more in foreign countries than in Canada. De Havilland is watching the effects of the recently announced pilot subsidy program and thinks that should it work out satisfactorily, there will be a good market in Canada for the trainer. So far 33 Chipmunks have been delivered and 24 are on order.

Two Bell 47D helicopters have been sold and shipped to the Canadian Army by de Havilland, which is sales and service representative in Canada for Bell. This information was recently released by W. Jackson, who is in charge of helicopter sales for the company. Two Army pilots and a mechanic are receiving helicopter training at the Bell school in the U.S. The machines are to be used at the Rivers Joint Air School.

Another line has been added to the array of products which de Havilland handles for other companies. The company is now to be Canadian representative for the Short Sealant, a medium-sized, twin-engined amphibian suitable for feeder line work. It is reported that at least one Canadian operator has already expressed interest in this machine.

An increase in employment for the past year has also been shown by de Havilland and the number of employees now stands at approximately 800.

Cancar to Move

Canadian Car & Foundry Company's Aircraft Division has been moved from the Noorduy-Norseman plant at Cartierville Airport near Montreal to the building owned by Canadian Car, also at Cartierville. The company's lease on the Norseman buildings recently expired. The new location is currently being enlarged.

The company is now actively engaged on modernization of RCAF Harvard trainers.

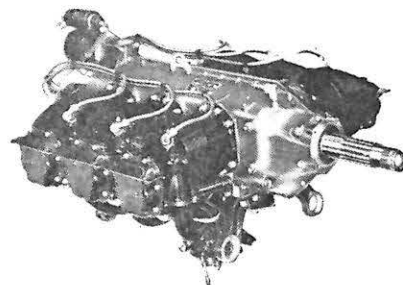
Continental Power

... Fliers' First Choice

It's a tribute to a superior product, backed by superior service — this steadily-growing preference for planes with Continental power. It's based on proven performance, economy and long life, as well as on the knowledge that parts and service, when needed, are at hand wherever you may fly. Nine outstanding models, starting with the A65, are providing **dependable** power for today's finest personal, family and executive type planes.

MORE POWER

All of the aircraft engines which have been added to the Continental line since the war are of up-to-the-minute design. Typical is the E-185. This model, originally developed for use by the armed forces, is now an outstanding performer in 4-place personal and executive air craft.



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