

THE DE HAVILLAND AIRCRAFT OF CANADA, LTD.

ONE of the fullest and most varied production programmes in Canadian industry at present is that being followed by de Havilland Aircraft at its handsome new Downsview plant outside Toronto. As prime contractors for the Grumman CS2F-1, the company—which has never before built an aircraft of this size, nor, indeed, produced any other design under licence—is responsible for planning and co-ordinating the extensive sub-contract arrangements in Canada, integrating tooling and modifications action with Grumman, building the front fuselage and preparing for the complete final assembly and installation of equipment. New contracts for 95 Otters for the U.S. Army, and 60 Chipmunks for the R.C.A.F. have formed important additions during the year to the company's production programme.

Probably the most significant stage in the company's postwar activities, excepting the design and production of the Chipmunk, was the selection in 1951 of the Beaver from many contenders as a liaison aircraft for the U.S.A.F.

Designated the L-20, it has since been in continuous production for the U.S. Air Force and Army. Over 500 L-20s have been delivered to date, and orders now on hand will keep the company busy for the next 2½ years—quite apart from orders for civil Beavers, almost 300 of which are operating at present in 36 different countries.

A second D.H.C. success with the U.S. Forces occurred this year when, following evaluation trials by Army field forces at Fort Bragg, N. Carolina, the D.H.C. 3 Otter was chosen for supply duties with the U.S. Army, to the tune of an order for 95 aircraft. The first six of these machines, designated U-1 and destined for topographical survey operations in Alaska and the Caribbean, were handed over in March; subsequent U-1s are being delivered to Transportation Corps Troop Companies for use as supply aircraft in forward areas, transporting cargo, troops, paratroops and casualties.

Among earlier customers for the Otter were the R.C.A.F., who use the type extensively for arctic search and rescue, in addition to other functions. A total of some 80 Otters have now been produced for the R.C.A.F., the Royal Norwegian Air Force, Philippine Airlines, C.P.A., and other commercial operators in Canada, Norway and Colombia. Among those on order are four for the U.S. Navy.

In 1946, it may be recalled, de Havilland Canada's design team brought out the Chipmunk primary trainer. Some 158 machines of this type were built between 1946 and 1951, when production in Canada ceased, the programme being taken over by the parent company in England. In March, 1955, following

the R.C.A.F. decision to revert from the Harvard to the Chipmunk for primary training, a further order for 60 of the de Havilland machines was placed with D.H.C. From the re-started Chipmunk assembly line, the first machine was due to roll out last month.

On the Grumman CS2F-1 contract, which is for 100-plus machines, de Havilland have progressed from the early planning stage to an advanced stage of tooling, production control and sub-contract co-ordination, and have commenced component production. Extremely close liaison with Grumman is being carried out, as the Canadian Navy requires complete interchangeability between de Havilland-built and Grumman-built parts.

Canadian equipment to be fitted to the CS2F-1 is at present being tested on X-500, the Grumman S2F-1 purchased from the U.S. by the R.C.N. Airframe components from the main sub-contractors and engines from Canadian P. and W. should start flowing into the Downsview plant later this year, and delivery of the first completed machine should take place next spring.

On the occasion of our visit, a labour dispute was threatening to retard planned schedules; at the time of going to press, there had been no production at Downsview for over a month (including two-week annual holiday period).

A considerable expansion of the company's guided-weapon department has taken place over the past year, and there has been extensive liaison with the D.H. Propeller Company at Hatfield, both in connection with the training of personnel and with the exchange of technical data on the components being designed by D.H. Canada.

In the government-owned, de Havilland-operated engine division factory covering 90,000 sq ft on the north side of the airport, R.C.A.F. Orendas and Goblins are presently being overhauled at the respective rates of 10-12 and 2-4 per month. A contract for the overhaul of some 300 J47s has recently been completed there. In addition, overhaul work on the Gipsy Queens and Majors of Doves, Herons and Chipmunks is continuing. A new stores and static test rig building, of 60,000 sq ft, has come into use during the year.

With the increase in activity due to the CS2F-1 and Chipmunk programmes the number of people employed at D.H. Canada has increased by some 600 over the past twelve months, and now totals just over 3,000. With Sir Geoffrey de Havilland as president, the executive head at Downsview is P. C. Garratt, vice-president and managing director. Other Canadian directors are C. H. Dickins (sales), G. J. Mickleborough (secretary-treasurer), W. D. Hunter (engineering), R. Bannock (military sales), F. A. Stanley (comptroller) and W. W. Parry, Q.C.

The Canadian Industry ...

Symbolic of future production at Downsview: Grumman S2F-1 Sentinel of the R.C.N. over the D.H.C. plant.

