

Montreal, den 23. November 1938.

700 MEN AT WORK ON AIRCRAFT HERE

Local Factories Already Busy
With Orders for Canadian
Force

TWO BIG JOBS AFOOT

Vickers Building 10 Sea-
planes, 13 Transports, While
Fairchild Is Turning Out
18 Bombers

By IAN J. OGILVIE.

While aircraft manufacturers in Montreal are awaiting the rush of orders which will come with the final letting of contracts for the manufacture in Canada of bombers for the British Air Ministry, a considerable amount of activity is apparent in local plants at the present time. Fully 700 men are now employed in factories here, the great majority working on planes ordered by the Department of National Defence, Ottawa.

The largest number—over 400—are employed at the east end plant of Canadian Vickers. Here two large contracts are under way, both for the Department of National Defence: one for ten giant Stranraer flying boats, and the other for 13 Northrup Delta transports.

One of the Stranraer ships, the largest ever to have been built in Canada, has already been delivered. Weighing eight and one-half tons and with a wingspread of 85 feet, the Stranraer is believed to be superior to the latest foreign flying boats of either civil or military design. Some two dozen have already been completed in Great Britain.

The machine can be employed, Canadian Vickers engineers say, for reconnaissance, bombing, torpedo transport, or training and navigational instruction. Well-placed and shielded gun stations and the absence of blind spots, together with easy manoeuvrability and high speed, are expected to make it extremely difficult to attack.

The Northrup Delta is a low-wing, all-metal monoplane, powered with Wright Cyclone engines. At 8,000 feet it is capable of a maximum speed of 213 miles per hour, and operates with a service ceiling of 23,000 feet. Four of these craft have already been delivered.

STRICT SECRECY MAINTAINED.

An atmosphere of the strictest secrecy pervades the factory of Fairchild Aircraft at Longueuil, where 18 Bristol bombers are under construction for the Royal Canadian Air Force.

One hundred and eighty men are employed on this contract, which is still in the preparatory stages; it is expected that the number of workers will be doubled by the New Year. The greatest care is taken in the hiring of men to avoid possible leakages of information, and visitors can enter the factory only with the permission of the Department of National Defence.

A new addition of 15,000 square feet has recently been completed at the Longueuil factory to take care of the manufacture of the Bristols. The planes will in all probability be completed next summer.

N. Vanderlip, general manager and chief engineer of Fairchild, absolutely refused to give any details regarding the bombers, beyond saying that the low-wing, all-metal planes were "as modern as they come," high-speed and long-range, and powered with twin engines.

"Only one person here knows their speed, and that's myself," Mr. Vanderlip said.

While new commercial orders are virtually at a standstill locally, Fairchild is also carrying out routine overhaul work, the manufacture of parts and changing from floats to skis. Space is reserved at this plant, as at Vickers, in anticipation of British orders.

With the greater part of Canadian Car and Foundry's aviation work being done at the Fort William factory, the firm's Point St. Charles works are constructing several small experimental engines of 200 horsepower. Some 60 men are working on this job, in addition to which landing and control gear is being built locally for shipment to Fort William.

Overhaul work only is being done at the Notre Dame street east assembly shop of Canadian Wright. The normal staff of 30 employed there has been considerably reduced.

Montreal's other major aviation firm, Noordyn Aircraft at Cartierville, is also comparatively quiet, but is understood to be ready to re-open production at any time.

Ord Coming in 3 Months

London, November 22.—(C.P. Cable)—Lewis Ord, a Canadian connected with the Air Ministry, is expected to leave London within three months for Canada where he is to assume the position of general manager of the Canadian Associated Aircraft Limited, a central company formed for the manufacture of bombers for the Royal Air Force.

Since June, Ord has been a consultant in the department of the Air Ministry for development and production. He was connected with the Canadian Pacific Railway Company for 20 years and came to Britain as consulting engineer after the war.

Prior to his departure Ord is expected to work out with the Air Ministry details of the Canadian bomber order.

Ord was educated at Toronto and subsequently became assistant superintendent of the C.P.R. Angus shops in Montreal.

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