

RCAF in Canada and abroad. An improved version of the F-86, the Sabre VI, came into production and initial deliveries were made late in 1954. The development of an advanced series of Orenda engines for these two Sabre fighter aircraft was completed and went into production following acceptance by the RCAF. Production of the T-33 jet trainer, powered with the Rolls-Royce Nene engine, has continued on schedule. The initial requirements of the RCAF for this aircraft have been met but production is continuing at a reduced rate and the Nene engines, manufactured in the United Kingdom, have been delivered on schedule. Deliveries of this aircraft have been made both to the RCAF and to the United States Air Force. Facilities for the production of the Nene engine have been set up in Canada, the first Canadian-built engine passed its type test and all Nene engines subsequently produced in this country have been accepted by the RCAF. A considerable number of L20A Beaver aircraft have been delivered to the RCAF and the United States Air Force.

During the year 1954, the Harvard production line was shut down following completion of the Harvard trainer program but some of the production capacity thus made available was taken up by the production of the T-34 single engine primary trainer. During 1954 also, engineering and tooling necessary to convert the Bristol-Britannia civilian transport to a maritime reconnaissance aircraft for the RCAF got well under way, as well as tooling for the Grumman S2F carrier-borne anti-submarine aircraft. A number of helicopters have been purchased to meet the increased demands of the Armed Services for this type of aircraft.

Canadian facilities for the manufacture of artificial horizons, altimeters, machmeters, airspeed indicators, accelerometers, rate-of-climb indicators, pressure transmitters and indicators, and compasses have been established and are well maintained. The quality of the items manufactured by these Canadian facilities is of a very high standard and all items have fulfilled the exacting requirements of RCAF quality control. One particular design of detachable end fittings for aircraft flexible hose has been standardized and two Canadian companies have met the stringent qualification tests. Canada is now self-supporting in this field. Aircraft tires, which are subject to severe wear because of high-speed landings, are to be produced in Canada, with the exception of some extremely high-speed tires for jet aircraft. In the near future, all such tires may be handled in Canada, utilizing the very latest processes.

The major reconditioning programs, started in 1951-52, have been completed and there has been a general decrease in repair work. This reduction has not yet had any great effect on the repair contractors as the establishment of repair facilities across Canada was planned with a view to creating an industry which could operate economically under normal conditions and yet be capable of quick expansion to meet emergency requirements. A facility for the overhaul of Orenda jet engines has been established in the United Kingdom to handle the requirements of the RCAF Divisions in Europe.

Electronics and Shipbuilding.—The development and production of electronic and ancillary electrical equipment is an important part of the Canadian defence procurement program. During the 1954 period, electronic requirements included a vast range of items from large radio and radar equipments to small complex units and components. The major portion of the electronic equipment required for Canadian defence is now being produced in Canada. These items include fixed airborne and shipboard radar, gunfire control, gunsights, identification