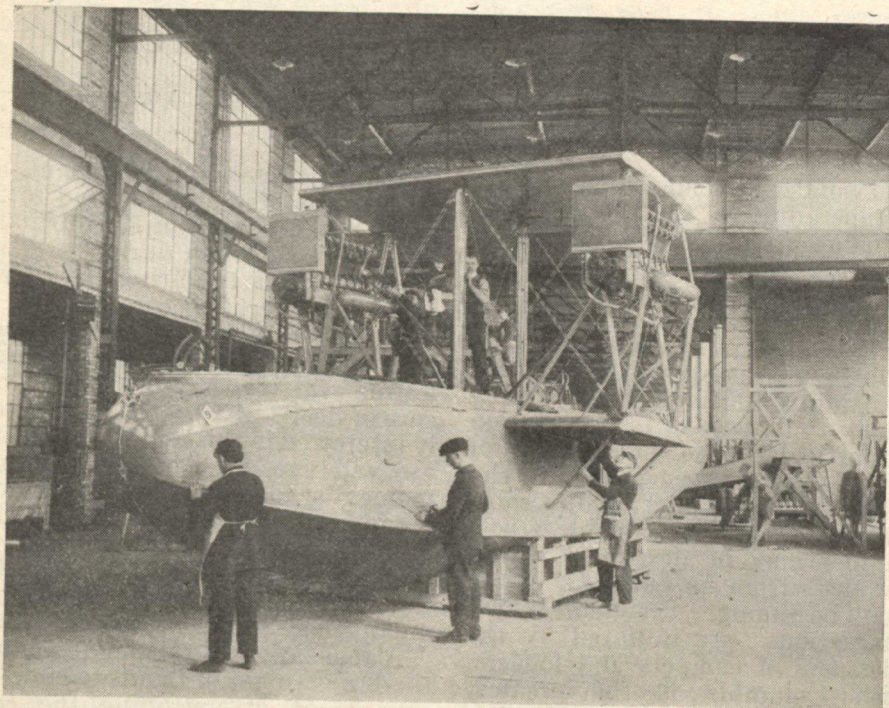




Working on an F-5 Flying Boat. Canadian Aeroplanes, Limited, Toronto.

boat which differs from the aeroplane the keel is of white ash. The ribs are secured to the keel as in a boat and the frame built up. The flooring and the frame is covered with three ply birch rotary cut.

Installing Engines.

The finished parts of the aeroplane and the flying boat are brought as required to the assembly room. Here the parts are assembled and the engines installed, before the machines are sent away from the factory. Each complete machine is carefully inspected and the engine started. Then if the aeroplane is in all respects satisfactory it is taken to pieces and packed very carefully. It is loaded on a flat car and is ready to be shipped.

Packing the finished machine plays a very important part in the aeroplane industry. The wings are crated separately and if there is any part of them that is likely to touch the crate precaution against damage is taken by padding the crate well. The wing is covered over before the lid

is placed on the crate. The body of the aeroplane is also packed in this way and the whole deposited on a flat car and carefully secured.

A great quantity of lumber is required in crating the machines and for this purpose a special grade of stock is purchased. Some idea of the size of the crates may be obtained from the fact that the wings of a flying boat are over one hundred feet from tip to tip. The body when crated occupies a whole railway car.

In the construction of aeroplanes little or no perfect wood is wasted. What cannot be utilized in the long beams, which are most difficult to obtain, can be made into smaller parts.

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