

C171438

- 3. Current production is principally in advanced trainers and service aircraft - which require from five to twenty times more man-hours than primary trainers. (Primary trainers were the principal output in the last quarter of 1940 and the first quarter of 1941.)

The number of man-hours worked in actual production, measured in terms of accomplishment, has been substantially greater than in the previous quarter, even although not reflected in actual deliveries.

With reference to the Hurricane situation alone:-

The production in the previous quarter was 189. The production this quarter has been only 73, and in the last five weeks there has not been a single Hurricane airframe delivered. Immediately upon receipt of the Embodiment Loan and other English equipment this production will again begin to flow, and at an increased rate. Mr. Boyd of Canadian Car & Foundry Company Limited, who was flown to England by bomber, has cleared the bottlenecks, and we expect this situation will rapidly readjust itself.

The modification of the coupe top of the De Havilland Tiger Moth has seriously interfered with deliveries in the last four weeks, and this situation is also now straightened out, and production at the regular normal rate of fifty to sixty per month should be maintained.

Link Trainer Production

In the nine months ending September 30, 1941, 136 Link Trainers were produced as compared with 42 for the entire year of 1940. The production in 1941, by quarters, is as follows:-

January 1 to March 31, 1941 ...	50
April 1 to June 30, 1941 .....	47
July 1 to September 30, 1941 ..	<u>39</u>
Total .....	<u>136</u>

Assembly of English Aircraft

	<u>Received</u>	<u>Delivered</u>	<u>On Hand Awaiting Assembly</u>
R.A.F.	431	295	136
B.C.A.T.P.	1,129	915	214

As there is a shortage of engines, only 73 of the aircraft in contractors' possession can be assembled at the present time.