

## CF-100 flies into export fields

By VICTOR KOBY

As Jan Zurakowski flew Avro Canada's CF-100 into British news headlines at this year's Farnborough air show, there were firm indications that Canada's largest post-war defense investment was going to pay off in the export market.

The British, West German, South African and Belgian governments are all understood to be interested in purchasing the aircraft.

At Farnborough Zurakowski's superb flying won the admiration of the industry executives seated around me. But it was in the crowded hotel room receptions and military gatherings after the second day's show that a more lasting admiration for the CF-100 became apparent.

► **RAF Role.** Following four months testing of three CF-100 Mark IV's by the RAF's Central Fighter Establishment, there's a good possibility the RAF may buy 50 CF-100's as a stop-gap measure to fill in the gaps in Britain's air defense.

This is not idle speculation. Senior RAF officers volunteered the information that existing RAF night fighters, the Meteor NF 14's are outdated. Also the delta-wing Gloster Javelins have still sufficient aerodynamic faults to keep them from squadron service.

Key to the CF-100's desirability is three-fold:

- It is equipped with the most modern radar fire control system in production in the free world. The Hughes collision-course lock on system which is tied to a Minneapolis-

Honeywell auto-pilot to make the CF-100 a deadly automatic weapon.

- As a weapon platform it is capable of carrying a wide variety of armament which includes combination of cannon, rockets and air-to-air guided missiles.

- The aircraft is proven aerodynamically. It is in full production and because of a slow-down of deliveries ordered by the Canadian Government there is available productive capacity at Avro. To a buyer this means early delivery dates could be met.

- The aircraft is generally recognized outside Canada as the finest of its type in service anywhere in the free world today.

Engine-life and overhaul experience of the Orenda engines powering the CF-100 has proven more than satisfactory both in the CF-100 and Sabre V and VI's.

A more advanced high-altitude (about 50,000 ft) version of the aircraft, the CF-100 Mark IV C is available with extended wings and afterburner versions of the Orenda engine.

There's little doubt the RAF wants the CF-100. However British public political embarrassment could hold up a sales deal.

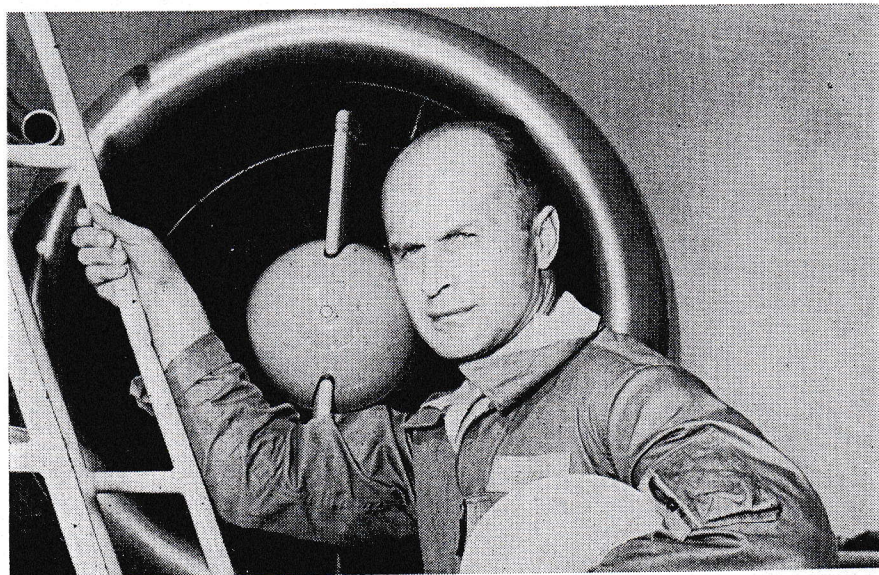
► **Sales Prospects.** In line behind the RAF is the new West German air force which has already expressed a liking for both the CF-100 and Canadair Sabre VI with the same Orenda engine which is the key. Use of two aircraft and only one engine would be a major efficiency factor.

The deal under consideration with the West German Government: the Canadian Government will supply Sabre Vs and Sabre VIs free under mutual aid if the Germans will buy CF-100s.

It's understood there's a possibility the South African Government may be interested in purchasing some CF-100s for the same reasons as the West Germans — saving by using one engine for two different types of aircraft.

The South African Government recently placed a \$10 million order with Canadair for 37 Sabre VIs and spares.

Belgian military officials have also been in consultation with Avro Canada officials recently on the CF-100.



JAN ZURAKOWSKI, Avro Aircraft's senior development pilot made headlines with the CF-100 this year at Britain's annual SBAC Farnborough air show by spinning the aircraft, doing a falling leaf and loops — aerobatics, with the exception of the loop, not even attempted by pilots of small training aircraft.