THE INDUSTRY

First Sabre 5 Off

The first production model of the Sabre 5, Avro Canada Orenda-powered version of the F-86, was flown for the first time on Thursday, July 30, from Montreal's Cartierville Airport, where the plant of the aircraft's builder, Canadair Limited, is located. Pilot for the initial flight was W. S. (Bill) Longhurst, Canadair's chief of flight operations. The Sabre 5 is powered by the Orenda 10.

The new version of the F-86 is gradually being phased into the production line at Canadair Limited and the completion of the first production model does not mean that the J-47 version is now completed. It will, indeed, be some time before production will be devoted exclusively to the Orenda version.

First Mk. 4 CF-100

First production Mark 4 CF-100 is now in the final assembly stage at Avro Canada's Malton plant and is expected to fly some time this month. Outwardly similar to earlier versions of the big all-weather fighter, the Mark 4 is greater in length by 26 inches and has a more bulbous nose . . . the extra length being necessary to accommodate the new automatic fire control radar unit.

The Mark 4 is also claimed to be the most heavily armed fighter in the world. It has three rocket-firing pods —one on each wingtip and the third in the ventral position—and these are reported to carry a total of 120 2.75 in. folding fin rockets. In addition, the Mark 4 is also fitted with the same type of ventral gun pack as is used on the Mark 3. This gun pack has eight .50 in. Browning machine guns.

This latest model of the CF-100 is powered by two Orenda 9's with an output of some 6,500 lbs. th. each, as compared to 6,000 lbs. th. for Orenda 2's and 8's used in the Mark 3.

This additional power should improve the aircraft's take-off and climb performance somewhat, though its effect will be offset slightly by the greater all-up weight of the Mark 4.

The advanced stage of the first production Mark 4 marks the near-completion of an immense task of retooling, and major relocation of many departments at Avro Canada's plant. Harvey Smith, general works manager, estimates the change involved the building of some 15,000 new tools, jigs, fixtures, dies, templates, etc.

Otter Interests USAF

The USAF and the U.S. Army are reported to be displaying keen interest in the de Havilland Otter. The Otter has already attracted considerable attention; the RCAF, which now has six, has ordered an additional six. The Ontario Department of Lands and Forest has taken delivery of one and several are on order, or have been delivered, to a number of commercial operators in Canada.

DH Gyron

A new turbojet engine of the axial flow type, the Gyron, has been announced by The de Havilland Engine Company Limited, of Edgware, England. De Havilland says that the Gyron has been giving on test, over a substantial running period, "a thrust greater than announced for any other jet engine."

The Gyron has been under development secretly for three years and though started as a private venture, is now sponsored by the British Ministry of Supply.

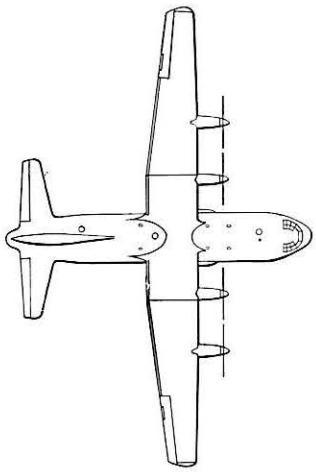
De Havilland describes the new turbojet as being the first of the next generation of jet engines. It is intended for use in supersonic fighter aircraft. The Gyron is the first axial compressor type engine to be made public by de Havilland, all the company's earlier turbojet engine designs, mainly the Goblin and the Ghost, having been of the centrifugal type.

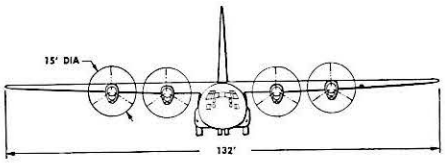
No further details are available at this time.

Aircraft Production

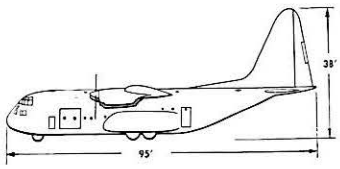
Canadian aircraft plants turned out aircraft with a production value of

C-130 CONTAINED: The nose and centre section of the wooden mockup of Lockheed's new C-130 turboprop cargo transport is shown being cocooned for shipment from California to Georgia. Prototype of the aircraft (three-view below) is being built at Burbank plant, but production models will be turned out from Marietta, Georgia facility of the company. Allison T-40 turboprops will be used. Note wheel arrangement.





LOCKHEED C-130
USAF TURBO-PROP CARGO-PERSONNEL TRANSPORT



$117,188,000 in 1951, according to a belated report from the Dominion Bureau of Statistics. This compared favorably with the 1950 figure of $55,268,000. This placed the aircraft industry fourth in the value of production by divisions of the transportation equipment industry.

Avon R.A.-14

One of the most recent versions of the Rolls-Royce Avon, the R.A. 14, develops 9,500 lbs. th. without reheat, it has been announced by Rolls-Royce Limited. This figure is based on a type test passed last April, but not announced until last month. Since then, the Avon has been continuously and progressively developed in flight to give powers of over 10,000 lbs. th.

Production and delivery of the R.A. 14 have already begun. Rolls-Royce says that the R.A. 14 develops the greatest thrust yet achieved per square foot of frontal area.

Brabazon Extinct

The Brabazon 1 and 2 aircraft are to be dismantled, it has been announced by the British Ministry of Supply. In announcing this decision, the Ministry said that neither civil operators nor the military could foresee any economical use for the Brabazon 1 or for the uncompleted Brabazon 2, on which work was suspended a year ago. The Brabazon 1 had logged nearly 400 hours of flying time.

Commenting on the announcement, the Bristol Aeroplane Company had this to say: "The Company welcomes the decision to dispose of the Brabazon aircraft. Indeed, since it became apparent that the economic situation would not permit an early resumption of work on the project the Company has been pressing for disposal instructions that would make possible the clearance of hangar space urgently needed for production of the super-priority Bristol Britannia.

"Whilst it is impossible not to feel regret that Brabazons will not now be seen in service, nobody should feel that the experiment has been unproductive. The Britannia itself is a direct product of the Brabazon project and in addition the country is richer by a store of valuable experience.

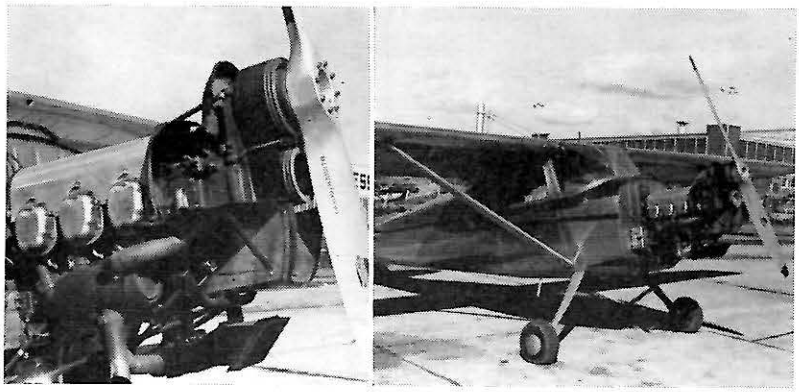
CAA May Charter C-102

The U.S. Civil Aeronautics Authority plans to charter Avro Canada's Jetliner within the next year in order to obtain data on turbojet transport operation and airworthiness problems, according to Frederick B. Lee, deputy administrator of the CAA. The project is contingent on the availability of public funds.

Writing on the subject of "The Status of the Turbine-Powered Transport in the United States," in the August issue of the "Aeronautical Engineering Review," official publication of the IAS, Mr. Lee says:

"Starting in 1949, through the cooperation of the Canadian Department of Transport and A. V. Roe Canada, the CAA has had the opportunity to observe and participate in phases of the development and testing of the Avro Jetliner.

"In fact, the current plans of the CAA for operations under Public Law



BELT DRIVE: Cessna, Goodyear, Continental, and McCauley collaborated to develop this unusual eight belt, V-belt propeller drive, shown here installed on a Cessna 170. The V-belt drive is said to greatly reduce engine noise and vibration, at the same time increasing aircraft performance. A Continental C-145 series engine was used for development work, but all concerned agreed that the V-belt drive could best be utilized on an engine built specially for the task in hand.

STRATOFLEX'S PRESTON, COOK, AND DAVIS

867, contingent, of course, on the availability of funds, contemplate the use of the Jetliner during the next year to obtain data on airworthiness and operation of turbines."

Stratoflex of Canada

The formation of Stratoflex of Canada Incorporated has been announced by the U.S. parent company, Stratoflex Inc., Fort Worth, Texas.

Officers of the Canadian organization include: Ken W. Davis, president (also president of the parent firm); T. G. Preston, vice-president and general manager; W. R. Cook, vice-president; N. E. Barber, secretary-treasurer.

Mr. Preston, until recently general sales manager for Prenco Progress & Engineering Corp., Limited, and well-known in Canada's aviation industry, will head up the Canadian operation. W. S. Matthews is chief inspector and K. J. Tsujimura is chief engineer.

Occupying a new building on Kipling Avenue South, in west Toronto, Stratoflex of Canada will manufacture and distribute aircraft and industrial hoselines with detachable and re-usable fittings, as well as other associated products. Complete stocks of all Stratoflex hose and fittings will be maintained in the Toronto location. Also, assembly and testing work will be carried out at the Toronto plant.

The company plans to locate sales engineers in all strategic aircraft and industrial centers throughout Canada.

Contracts Awarded

Contractors awarded business in excess of $10,000 by the Department of Defence Production during the period June 16 to July 15, include the following. The list does not include orders placed with the Department outside Canada or with other government agencies, and increases in orders placed earlier —nor do orders classified as secret appear here.

(Names appearing in bold face are current *Aircraft* advertisers).

Bristol Aeroplane Co. of Canada Limited, Montreal, $100,000 for aircraft maintenance spares.

Bristol Aeroplane Engines (Eastern) Limited, Montreal, $10,000 for overhaul of aircraft engines.

British American Oil Co. Limited, Toronto, $14,140 for aviation turbine fuel.

Canadair Limited, Montreal, $75,000 for airframe spares and tools.

Canadian Car & Foundry Co. Limited, Montreal, $40,575 for Harvard airframe spares.

Canadian Comstock Co. Limited, Toronto, $11,351 for aircraft electronic equipment.

Dowty Equipment of Canada Limited, Ajax, Ont., $11,146 for aircraft hydraulic equipment and spares.

Imperial Oil Limited, Ottawa, $59,085 for aviation gasoline.

MacDonald Bros. Aircraft Limited, Winnipeg, $135,000 for airframe spares.

Railway & Power Engineering Corp. Limited, Montreal, $13,682 for aircraft parts.

Sperry Gyroscope Co. of Canada Limited, Montreal, $22,516 for modification kits.

Standard Oil Co. of B.C. Limited, Vancouver, $392,600 for aviation gasoline.

David Strom, Hamilton, $12,500 for aircraft instruments.

Aircraft Industries of Canada Limited, St. Johns, P.Q., $250,000 for repair of aircraft spares and accessories.

Aviation Electric Limited, Montreal, $25,341 for aircraft spares.

Bancroft Industries Limited, Montreal, $20,197 for aircraft spares.

British American Oil Co. Limited, Toronto, $10,518 for aviation turbine fuel.

Field Aviation Co. Limited, Oshawa, Ont., $10,718 for aircraft instruments.

Imperial Oil Limited, Ottawa, $72,913 for aviation gasoline.

Imperial Oil Limited, Ottawa, $87,700 for aviation turbine fuel.

J. W. Lawrence (Canada) Limited, Montreal, $15,210 for repair of aircraft parts.

MacDonald Bros. Aircraft Limited, Winnipeg, $22,264 for pyrotechnics.

Patlon Aircraft of Canada Limited, $19,134 for aircraft spares.

Avro Canada Limited, Toronto, $30,000 for repair and overhaul of aircraft.

Avro Canada Limited, Toronto, $424,225 for aircraft modification kits.

Avro Canada Limited, Toronto, $262,800 for conversion of aircraft.

Leeds Construction Limited, Montreal, $77,990 for jet engine test cell.