

CF-105 Coming Up

The design and construction of a prototype delta wing, all weather fighter designated the CF-105, has been ordered from Avro Canada by the Canadian Government, according to reports emanating from Ottawa. The same reports said that Defence Production Minister C. D. Howe had confirmed the awarding of a cost-plus contract to Avro Canada covering design and prototype construction.

Intended as a successor to the CF-100, the CF-105 is the subject of a program calling for delivery of production aircraft in 1958-59. The proposed fighter has been described as weighing in the neighborhood of a phenomenal 68,000 lbs., having a range of 1,500 miles and being capable of speeds up to 1,200 mph in level flight.

The same descriptions say the aircraft will be powered by two turbojet engines, the type of these being as yet undecided. A new turbojet of advanced design now reportedly under development at Avro Canada's Gas Turbine Division would undoubtedly be the RCAF's choice, providing the engine comes close enough to the design aims.

Last June, unconfirmed reports were circulated that Avro Canada had been awarded a \$250,000 preliminary design study contract for a delta fighter answering the same general description as the CF-105. However, this project was referred to as the CF-104. Presumably it is the results of this preliminary design study which have resulted in the RCAF's decision to get the Government to order the construction and development of a prototype.

High Duty in Canada

The formation of High Duty Alloys (Canada) Limited, has been announced by High Duty Alloys Limited, Slough, England. High Duty Alloys is a prominent member of the Hawker Siddeley Group and is well-known throughout the world, particularly in the development of light alloys for use in aircraft and jet engines.

Initially, the Canadian subsidiary has established a sales office, and it is expected that this will be followed by the establishment of manufacturing facilities.



R. G. MURLEY

Crawford Gordon, Jr., president & general manager of Avro Canada, has been appointed president of the new company. Active direction of the sales office, which has been located in Toronto, will be by R. G. Murley, who has come to Canada from the parent company's head office in the U.K.

As in the U.K., High Duty Alloys (Canada) will be engaged on three types of products—forgings, castings, and extrusions—and will serve both defence and commercial work. However, according to Mr. Gordon, the emphasis will be on the commercial side.

On the defence side, the U.K. parent firm forges compressor and turbine blades for a dominant proportion

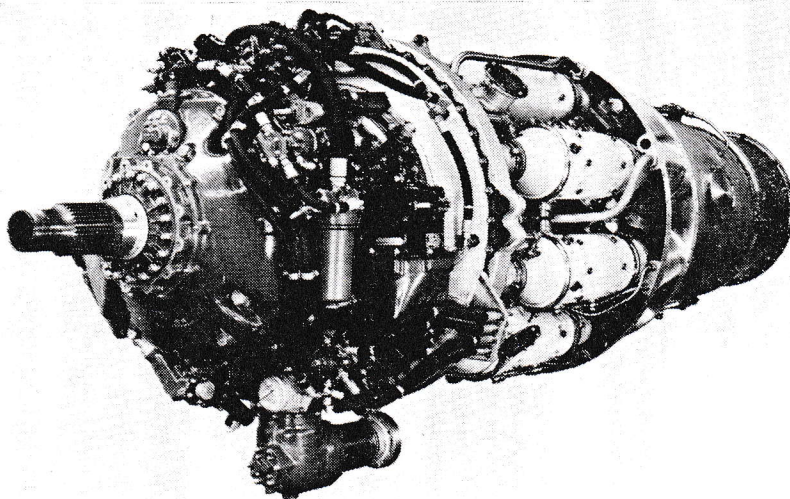
of the jet engines being built in the U.K. today. On the commercial side, High Duty Alloys, among other things, makes parts for washing machines and typewriters, produces sections for buses and rail and sea transport, and supplies the building, automobile, electrical, and mining industries.

Lucas-Rotax Expands

Lucas-Rotax Limited, Canada's leading manufacturer of gas turbine fuel systems and aircraft electrical equipment, celebrated the beginning of its sixth year in this country recently by moving into a new overhaul plant in Montreal.

The move has been made to allow Lucas-Rotax to add to its modern testing facilities to deal with the latest aircraft equipment now being manufactured at its factory in Scarborough, near Toronto. The new overhaul facility, located on Royalmount Avenue, is a modern structure, having a productive floor area of 12,000 sq. ft., and also complete up-to-date facilities for the overhaul, repair and testing of all types of gas turbine fuel systems and electrical equipment. The company has purchased sufficient land to cover possible future expansion of the premises. The occupation of the new building will enable Lucas-Rotax to continue to provide a first-class overhaul and repair service to the Canadian aircraft industry.

Lucas-Rotax was established as a



POWERFUL PROTEUS: Bristol Aeroplane Company recently announced that development of its Proteus series turboprop engines has progressed to the point where they are able to offer engines sufficiently powerful in single form to obviate the need for the coupled units that were at one time under development for use in the Saunders-Roe Princess flying boats. Shown is a Proteus 705.