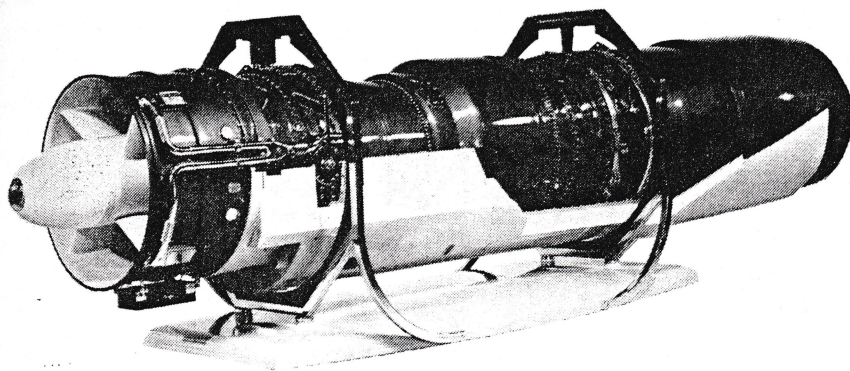


Canadian Built Aero Engines.....



◀ IROQUOIS

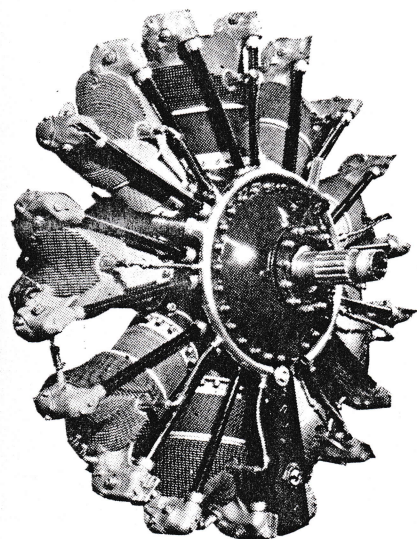
DEVELOPMENT of Orenda Engines' mighty Iroquois supersonic turbojet engine continues apace, with flight trials going ahead with the aid of a modified B-47.

The Iroquois is slated to power the CF-105 Arrow 2, which would indicate that the development program must be making satisfactory progress, as only the first handful of Arrows are to be of the Mk. 1 variety.

The engine, which has an integral afterburner, is currently producing over 20,000 lbs. thrust without recourse to the afterburner.

The most impressive evidence of the high regard with which the Iroquois design is held in the jet engine field, came when Curtiss-Wright signed a seven-year agreement with Orenda giving the U.S. firm the rights to manufacture, sell and further develop the Iroquois in the U.S.

Preliminary design of the engine was completed in December, 1953, and the first engine ran in November, 1954. Orenda Engines initiated the project as a private venture.



◀ WASP

THE PRATT & Whitney R-1340 Wasp continues in production at the Jacques Cartier plant of Canadian Pratt & Whitney Aircraft Co. Ltd., though at a very low rate.

Production of the engine in Canada began several years ago, with the first engine being completed late in 1952. The R-1340 was originally ordered to power the large number of Harvards which were being built by Can-Car.

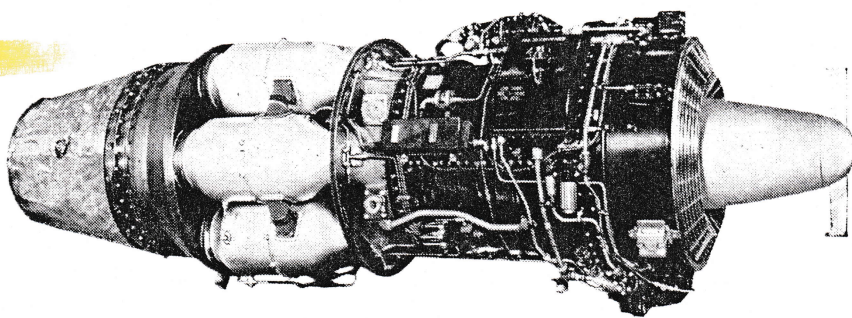
Production for this market has long been completed and current output is directed to the export market.

ORENDA ▶

PRODUCTION of the proven Orenda turbojet now exceeds 3,500 units and is into its sixth year. With the end of Sabre production in sight, and CF-100 production stretched to the extreme limit, it would appear that the market for this fine engine will soon dwindle to the vanishing point.

The Orenda will probably be phased out about the time its powerful successor, the Iroquois, is cleared for production. However, with several thousand Orendas in service all over the world, the demand for spares will continue to be high for many years to come, and thus a profitable source of income for the manufacturer. Though complete Orendas may disappear from the company's shops as production items, parts and complete components will remain a familiar sight.

The models in current production are the Orenda 14 and Orenda 11.



CYCLONE ▶

UNDER license, Canadian Pratt & Whitney has for the past three years been producing Wright R-1820 Cyclones for installation in the Canadian-built CS2F-1 Tracker. The Cyclone program, which was estimated as being worth \$20,000,000 when it was first announced several years ago, still has about two years to run.

Though the Canadian-built Cyclone has been so far produced primarily for the CS2F-1, the type is also used in such helicopters as the S-58, H-34, and H-21A & B.

