

The NEWS

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Plan Swept-Wing Fighter For Production at Avro

Two new versions of the Avro CF-100 twin-jet fighter are planned for production in 1952 and 1953, it was reported from authoritative sources recently. The first of these, the Mark 4 CF-100, will have more powerful armament, improved radar, and a stepped-up Orenda engine.

The Mark 4 prototype will be ready for flight early next year and should be in production by the end of the year, according to plans.

This will be followed, on the production line at Avro Canada, by a swept-wing version of the Orenda-powered fighter to be known as the

CF-103. (The CF-101 was a trainer aircraft project which was abandoned, the 102 is the Jetliner). The CF-103 will be powered with an Orenda development of much-increased thrust.

Meantime, the first 10 CF-100 aircraft delivered to the RCAF will be equipped with dual controls for use as trainers. The next 70 will be the standard long-range all-weather fighters.

The production plan for the CF-100, the CF-103 and the Orenda will involve stepping up employment at Avro from the present 7,000 to the 14,000 region.



HEADS AVRO CANADA—Crawford Gordon, Jr., until recently co-ordinator of defense production at Ottawa, who has been appointed president and general manager of Avro Canada Ltd. Walter N. Deisher has retired as general manager but remains on the board of directors.

Military Aircraft Program Totals \$1,200 Millions

Investment in Canada's current military aircraft program will amount to \$1,200 millions, or about one third of the total defense procurement program, according to Rt. Hon. C. D. Howe, minister of defense production, speaking in the House of Commons on Oct. 19.

Referring to F-86E Sabre production, Mr. Howe reported that 122 of these jet fighters had come off the Canadair production line, 72 of which had been delivered to the RCAF as of that date.

During a review of the aircraft program, Mr. Howe predicted that Canadian Pratt & Whitney would be producing engines in their new plant "by next summer." As for the new Beechcraft T36A, in which Canadair is participating, "production is not expected to get under way before 1953," he said.

Orders placed for military aircraft during the two and a half fiscal years from 1949 amounted to \$803.5 millions

out of a total defense program of \$1,107.2 millions for the period. The aircraft expenditure amounted to \$70.6 millions in 1949-50; \$299.7 millions in 1950-51; and \$433.2 millions in the first half of 1951-52, Mr. Howe revealed.

After mentioning the CF-100, the Orenda, the Harvard, the T-33 jet trainer, and the Beaver, Mr. Howe added:

"In addition to these production programs, we are now engaged in the reconditioning and modification of Lancasters, Harvards, Mitchells, Expeditors, DC-3s and Avengers. This work is being done at Edmonton, Winnipeg, Toronto, and St. Johns, Que. In addition, aircraft maintenance and repair is being carried out at these cities as well as at Vancouver, Calgary, and Halifax."

Report Progress in U. S. Building Atomic Plane

The United States Air Force has awarded a contract for

construction of an airframe for a proposed atomic-powered aircraft, according to a Washington announcement. The contract has been awarded to Consolidated Vultee Aircraft Corp., of San Diego, Cal. Meantime, the nuclear power plant for this aircraft is being developed by the General Electric Company.

Comet Proving Flight London-to-Singapore

On its 12th long-range proving flight with British Overseas Airways, a de Havilland Comet jet airliner covered the 7,748-mile distance from London to Singapore in 19 hours 8 minutes flying time. Elapsed time was 24 hours 35 minutes. Stops were made at Cairo, Karachi and Bangkok.

The Comet has already completed 11 overseas development flights in the hands of BOAC. Since the aircraft was first loaned to the Corporation on April 2 of this year, it has completed some 445 hours of flying. Over 30,000 miles have been covered in the course of the overseas tours along BOAC's Commonwealth routes.

Gordon New President of AVRO Canada

Crawford Gordon, Jr., until recently co-ordinator of defense production at Ottawa, has been appointed president and general manager of Avro Canada. He succeeds Walter N. Deisher, vice-president and general manager, who has retired but will remain a director of the company. He has been vice-president and general manager almost six years, approximately since the inception of the company.

The new president served in the Dept. of Munitions and Supply from 1941 to 1945 as director general of organization and assistant co-ordinator of production. He continued with the Dept. of Reconstruction and Supply as director general of industrial reconversion, and in 1946 was awarded the O.B.E. for his services. He is a former president of the English Electric Company of Canada and vice-president of the John Inglis Company.

Sir Roy Dobson, until now the company's president, becomes chairman of the board, a post left vacant by the recent death of J. P. Bickell.