



Construction

Reprieve

The aircraft division of Northwest Industries, Edmonton, which was to have been closed down last month because of lack of work, has received a contract to overhaul and convert five RCAF Dakotas. The contract is valued at between \$400,000 and \$500,000 and

will require the employment of about 250 men. Normal postwar complement was about 325, but this had been reduced to just over 50 at the time of the receipt of this contract.

Quick As a Flash

When it comes to speed, there certainly aren't any flies on Avro Canada's

CF-100. Last month the CF-100, apparently not in the least slowed down by its new and highly unlikely name "Canuck" (see page 42) flew from Toronto to Montreal in 30 minutes, 10 secs., for an average ground speed of 638 mph. Reports of the flight said that there were no helping winds; altitude at which the aircraft was flown was not announced. Other news about the CF-100:

- The proposed non-stop trans-Atlantic flight has been cancelled because of plans to accelerate production. Both CF-100 prototypes will be kept in Toronto to speed testing. The aircraft was to have appeared at the SABC Show in England.

- All future CF-100s to be produced by Avro Canada will be powered by the Avro Canada Orenda, according to Defence Minister Brooke Claxton, who incidentally rode in the fighter on its return journey from Montreal to Toronto.

- The aircraft will be taken to Pensacola, Florida, sometime this year, to be evaluated by the USN.

Beavers For Finland?

The Finnish government is considering the purchase of two de Havilland Beavers for use in connection with coastguard work in Finland. Though at time of writing the purchase was still in the early stages of negotiation, Finland evidently has sufficient American dollars to finance the deal.

Aircraft Exports

Exports of Canadian aircraft and parts during May, 1950, were valued at \$455,000, as compared with \$1,576,000 during the same month last year. In 1938, also, the value of aviation exports for this period were higher at \$823,000.

The figures for the first five months of 1938, 1949, and 1950 are, respectively, \$2,419,000, \$4,115,000 and \$2,029,000.

More Fuel

The incorporation of two integral fuel tanks, one in each outer wing panel, has increased the fuel capacity of the Convair-Liner by 50%, according to an announcement from Consolidated Vultee Aircraft Corporation. The two tanks raise the fuel capacity from 1,000 to 1,500 gallons (U.S.), thus adding considerably to the aircraft's range.



FIRST SABRE FLIGHT

A year ago it was announced that Canadair had been awarded a contract for 100 F-86A Sabres, and that the first one was due in August of this year. Sure enough, August was not very old before the first aircraft of the order took to the air. The first flight was made from Montreal Airport at Dorval, P.Q., on August 9, before a large group of officials, including Defence Minister Brooke Claxton, Chief of the Air Staff Air Marshall W. A. Curtis, et al. Pilot for the

occasion was Canadair Chief Test Pilot A. J. Lilly (Top). During the ceremonies Mr. Claxton announced that though the first few F-86As would be equipped with GE J-47s, it was quite likely be re-engineered to take the Avro Orenda, providing the Canadian engine measured up to the promise that it had shown so far. He also said that the Orenda had already been ground tested in an F-86A at the North American plant in California.