



Peter flying the C.F.100.

Avro Canada Flight-staff Appointments

TO assist in the flight-testing of the C.F.100, Peter R. Cope, who for the past fifteen months has been a test pilot with Armstrong Whitworth at Baginton, Coventry, has transferred to Avro Canada, another member company of the Hawker Siddeley Group. Much of Mr. Cope's test-flying experience has been on Mk 8 and Mk 11 Meteors, but he has more than fifty aircraft in his logbook and a total of nearly 2,000 hours. He passed through the Empire Test Pilots' School at Cranfield in 1946-7 and, while holding a short-term commission with the R.C.A.F., worked with experimental flight sections at Farnborough. During the war he served with an R.A.F. Mustang squadron. Born in England in 1921, he is married and holds a London B.Sc.

Another appointment of a British-born (Edinburgh) pilot is also announced by Avro Canada. Mr. Sydney Howland, who has comparatively wide experience in the aircraft industry, has taken on the duties of flight analyst and staff pilot. Trained by the R.C.A.F. during the war, and at present a member of the Royal Canadian Naval Reserve, he has some 2,500 hours, including recent experience as co-pilot on the Jetliner.

Flight. June 1, 1951.

Faster Fighter Sought by RCAF For 1956 Delivery

By DOUGLAS HOW

Ottawa, Aug. 25 (CP).—The RCAF is understood to have launched a search for a new fighter plane enable Canada to keep pace in the international race for supremacy of the skies.

Chances are it will be supersonic jet capable of speeds beyond 750 miles an hour, that it will be bigger, more complex and substantially costlier than those Canada now has in use. Certainly it will be considerably faster than the jets of 1952.

The RCAF's two modern jets, the CF-100 Canuck and F-86E Sabre, are considered capable of protecting Canada and her allies for another three to five years.

It's after those years that something better will be needed. Planning has to start long before the need becomes acute because it takes years to design and produce a fighter.

Thus the RCAF is after a plane that could be in production around 1956.

By then Russia, which Defense minister Claxton calls the only potential enemy, may well have jet bombers to throw at North America. Fighter defense consequently will have to be stepped up.

The jets now streaking across Canadian skies at 500 or 600 miles an hour probably won't be fast enough by then. At least, a prudent country can't gamble that they will be.

The problems of producing the CF-100 Canuck, the first all-Canadian jet fighter, emphasized how long it takes to design, develop and produce a modern fighter.

The Canuck was started four or five years ago and is just now coming into use by the RCAF. It will be still another four to seven months before the first Canuck squadrons are in service.

The knowledge Canada built up in developing the Canuck will be helpful when the time comes to start production of the new plane.