



Production line for Avro Aircraft's CF-100 long range, all weather interceptor. A total of 692 were produced.

Avro Aircraft Limited, Malton—

designers, developers and producers of jet aircraft including the Avro Jetliner, the first jet transport outside of England

The company that is now Avro Aircraft Limited commenced operations in December 1945, and in the ensuing 13 years has designed and flown three completely different types of aircraft — the sub-sonic CF-100 long range, all weather interceptor; the Avro *Jetliner*, the first jet transport flown on this side of the Atlantic and within a few days of being the first in the world; and the supersonic CF-105 long range, all-weather interceptor.

The first CF-100 was flown in January 1950. When production ended last December, 692 had been produced. They have been among the first-line fighters of the RCAF in Canada and in Europe for a number of years, and are now in service with the Belgian Air Force.

The *Jetliner* was flown in August 1949, within a week of the first flight of the de Havilland *Comet*. It went through a program of testing, established numerous performance records in Canada and the United States, and there were significant indications of success in the commercial field, when the program was shelved during the Korean War to permit concentration on the CF-100 program — a bitter set-back to the Canadian aircraft industries.

In March 1958 the CF-105 *Arrow* made its first flight, carrying Canada into the supersonic age. Several *Arrows* are now flying in a comprehensive program of development testing. The first five are powered with P & W J-75s. The sixth, which may be flying by the time this is published, will have the much more powerful Orenda *Iroquois*.

In December 1945, A. V. Roe Canada Limited took over the facilities of Victory Aircraft Limited at

Malton with the intention of getting into the aircraft manufacturing business in Canada. Preliminary designs were carried out on three versions of a jet fighter and these were submitted to the RCAF in August 1946.

In May 1946 the new company acquired the nucleus for developing turbojet engines by taking over the personnel and facilities of Turbo Research Limited, a crown corporation.

In December 1946 a detailed engine design was commenced. In April 1947, the RCAF issued a contract for the design and manufacture of the Orenda engine, to power the CF-100.

In December 1951 A. V. Roe Canada Limited split into two divisions — the Aircraft Division and the Gas Turbine Division.

In September 1952 the Orenda engine plant was officially opened.

In December 1954 A. V. Roe Canada Limited became a holding company with three subsidiaries — Avro Aircraft Limited, created out of the former Aircraft Division; Orenda Engines Limited, created out of the former Gas Turbine Division; and Canadian Steel Improvement Limited.

Avro Aircraft has about 9,000 employees engaged in research, design, development and production. The company is a single, integrated unit with all the necessary facilities to design, manufacture and service aircraft. It occupies 1,700,000 square feet, covering 43 acres.

In the company's earlier years, a department was engaged in re-engineering World War II aircraft and converting them to later military and civilian use.