



National  
Defence

Défense  
nationale

Canada

Français

Contact Us

Help

Search

Canada Site

Air Force Home

Wings

Aircraft

History

Defence Site

News Room

Sub Sites

Snowbirds

Careers

Links



CANADA'S AIR FORCE

Location : [Home](#) » [Aircraft](#) » [Historical Aircraft](#) » [Avro CF-100 Canuck](#)

[Current Aircraft](#)

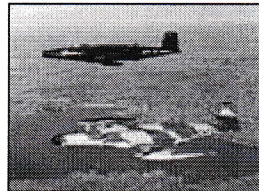
[On Display](#)

[VR Tour](#)

[Historical Aircraft](#)

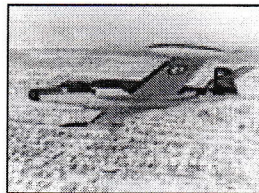
## Avro CF-100 Canuck

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In service for over 30 years, the Avro CF-100 (known as the "Clunk") twin engine interceptor, was one of Canada's greatest aviation success stories. It was the only Canadian designed fighter to go into mass production.

CF Photo



18383 was a Mk. IVB Canuck with 423 Squadron at the time this photo was taken over St. Hubert, Quebec. Initially produced Mk. IVs were powered by Orenda 8 powerplants and were known as Mk. IVAs. 137 of the 330 Mk. IVs built fit this category, however, the remaining 193 were powered by Orenda 11s and the last 50 of these to be produced were kept at Avro for later conversion to Mk. Vs. Besides the Mk. IVs remarkable squadron service in Canada and Europe, it made headlines in the English newspapers when it became the first military jet Aircraft produced outside England to perform at the Farnborough Air show in 1955. The Aircraft was one of three Mk. IVBs that had been sent to England for evaluation at Boscombe Down Test Establishment.

CF Photo



Canuck Mk. 5D 100785, repainted in the original black and white paint scheme of the first CF-100 prototype for the retirement party at CFB North Bay, Ontario in September 1981. The Aircraft was struck off strength on 8 December, 1981 and is currently preserved at the National Aviation Museum in Ottawa, Ontario.

One explanation offered for the Canuck's nickname of "Clunk" was that it was too strong and thus too heavy for its original role as an all-weather fighter interceptor. As proof of this it is pointed out that the original RCAF airframe life expectancy of 2,000 was later found to be easily doubled or tripled, with an ultimate life to destruction of close to 20,000 hours. This doubling of the expected airframe life led the RCAF to proceed to convert and modify a number of Aircraft to reconnaissance, training, and Electronic Warfare roles after the fleet was replaced in its original duties by the Voodoo.

CF Photo

The Canuck was the first jet fighter produced entirely



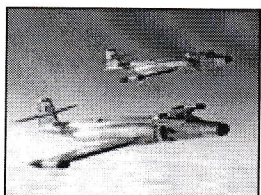
in Canada from the design stage up to the completed product, and was also the world's first straight-wing combat Aircraft to exceed Mach 1. On 4 November, 1956 445 Squadron of the RCAF, equipped with CF-100 Mk. 4Bs, arrived in France to become the first unit in NATO to fly multi-seat all-weather fighters, later three further squadrons of Mk. 4Bs were added to the Canadian contingent in Europe during 1957, remaining until 1962. In December of 1957 delivery began of 53 ex-RCAF Mk.5s to the Belgian Air Force where they once more gave long and useful service as they had in the RCAF.

CF Photo



Canuck 18675 or DL\*675 was a CF-100 Mk. 5 in service with the RCAF only from 29 July, 1957 to 5 March, 1963 when it was written off after having been involved in a Category A accident on 4 December, 1962. '675 served with 428 and 432 All-Weather Fighter Squadrons and the Electronic Warfare Unit operating out of RCAF Station Bagotville, Quebec and is shown here in the colours of 432 Squadron (made evident by the comet shaped insignia on the engine nacelle and the horizontal bars on the tail).

CF Photo



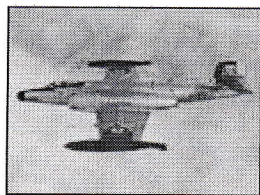
18423 was a Canuck Mk. 4B (one of 144 on strength with the RCAF from 12 November, 1954 until it was struck off strength on 3 October, 1962 ) while 470 was a Mk.4B converted to a Mk.5 ( one of 329 on strength with the RCAF from 18 June, 1955 until it was struck off strength on 11 August, 1972 and one of 50 so converted). The former belonged to 423 All-Weather Fighter Squadron first operating out of RCAF Station St. Hubert, Quebec, then proceeding to 1 Air Division in Europe stationed at Grostenquin, France as part of 2 Fighter Wing. The latter was Converted Instructional as of 6 March, 1964 and was subsequently registered as A 687.

CF Photo



The Avro CF-100 was the last Canadian designed and built fighter to enter service, fulfilling the role of all-weather interceptor. This Canuck, FBH 18105, is seen here trying a Jet Assisted Take Off (JATO) while on detachment with the Experimental Proving Establishment at RCAF Station Uplands on October 13, 1952.

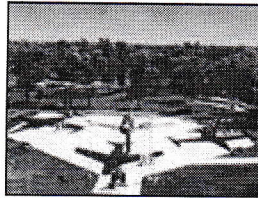
CF Photo



The only Canadian designed and built jet fighter to enter operational service. From 1950-1958, 692 Canucks were built. At one time, CF-100s were flown by 13 front-line, all-weather squadrons. They remained in service until 1981.

CF Photo

The NATO/AIRDIV display is a part of the Air Force



Heritage Park located in Winnipeg, Manitoba. Shown here are the Avro CF-100 Canuck, affectionately known as the "clunk" the Canadair F-86 Sabre, and the Canadair CT-33 Silver Star.

CF Photo

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