

# Avro CF-100

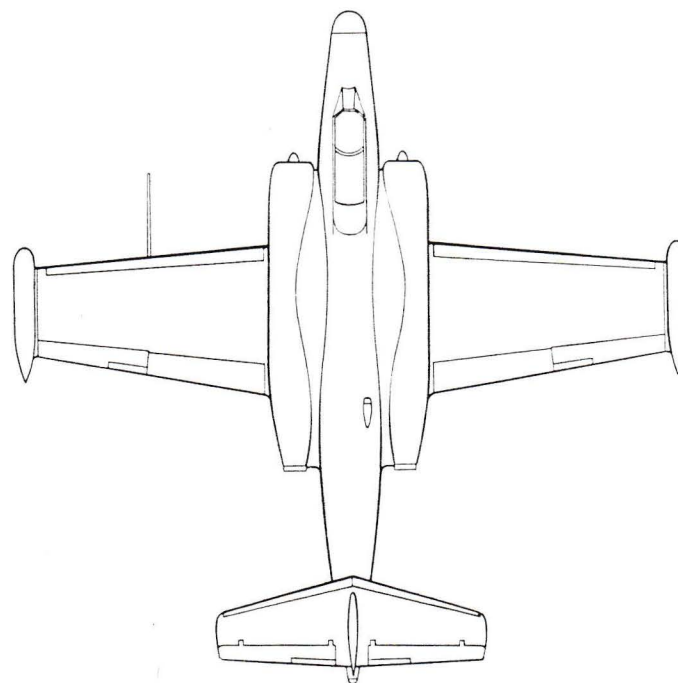
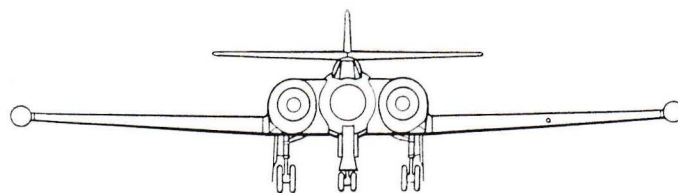
**H**IGH POINT of the CF-100's year was its appearance at Farnborough where, in the sensitive hands of its master, Test Pilot Jan Zurakowski, it put on a dazzling display that excited much favorable comment from observers from all over the world. Partly as a result of this performance, partly as a result of the aircraft's good service record, there is a growing feeling, even among the detractors of a few short years ago, that the Avro CF-100/4 is one of the best operational all-weather fighters in the world, if not *the* best.

Exact production figures on the CF-100 are classified information, but it is thought that output now exceeds 450 Mk. 4's, out of an order for approximately 600. Prior to the beginning of Mk. 4 production in 1953, 82 earlier versions were built, including the two prototypes. Production of the Mk. 4, which was up to about 25 per month at one time, was reduced to some 10 per month early last year, in order to make work stretch out until the CF-105 was on stream.

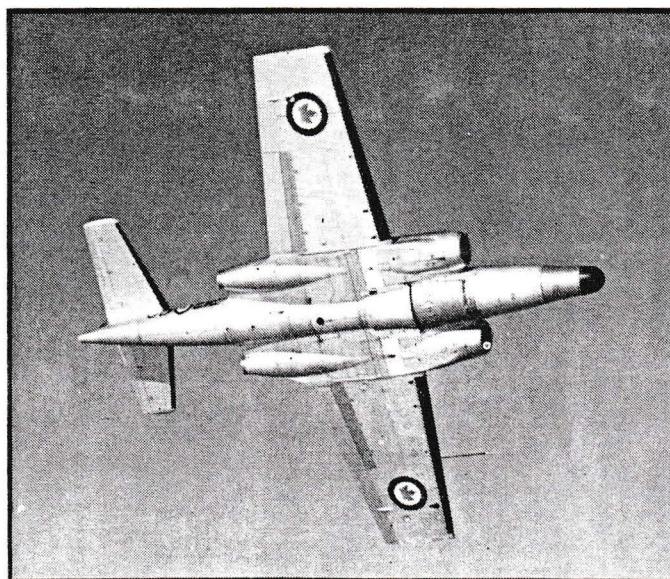
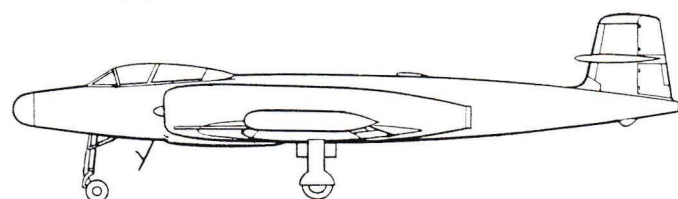
The Mk. 4 now equips nine RCAF home defence squadrons and some time this year four of No. 1 Air Division's squadrons are going to become all-weather units flying the big, bold CF-100's. This will bring the number of CF-100 squadrons to 13, and while, on the face of it, this would imply that more CF-100's will accordingly be required, in actual fact, these new squadrons will probably get the aircraft that were originally intended for the auxiliary squadrons. However, there are some indications that further home defence squadrons may be formed to fill in the gaps left when the RCAF decided that the CF-100 was too much airplane for reservists.

There are also persistent reports that West Germany will acquire some CF-100's for her new air force, either through Mutual Aid or as a "cash on the barrelhead" sale. Meanwhile, Avro Aircraft sales executives are extolling the virtues of the CF-100 in many other friendly countries besides West Germany; they are in a position to back up their sales pitch with the promise of early delivery, owing to the production capacity made available as a result of last year's stretchout.

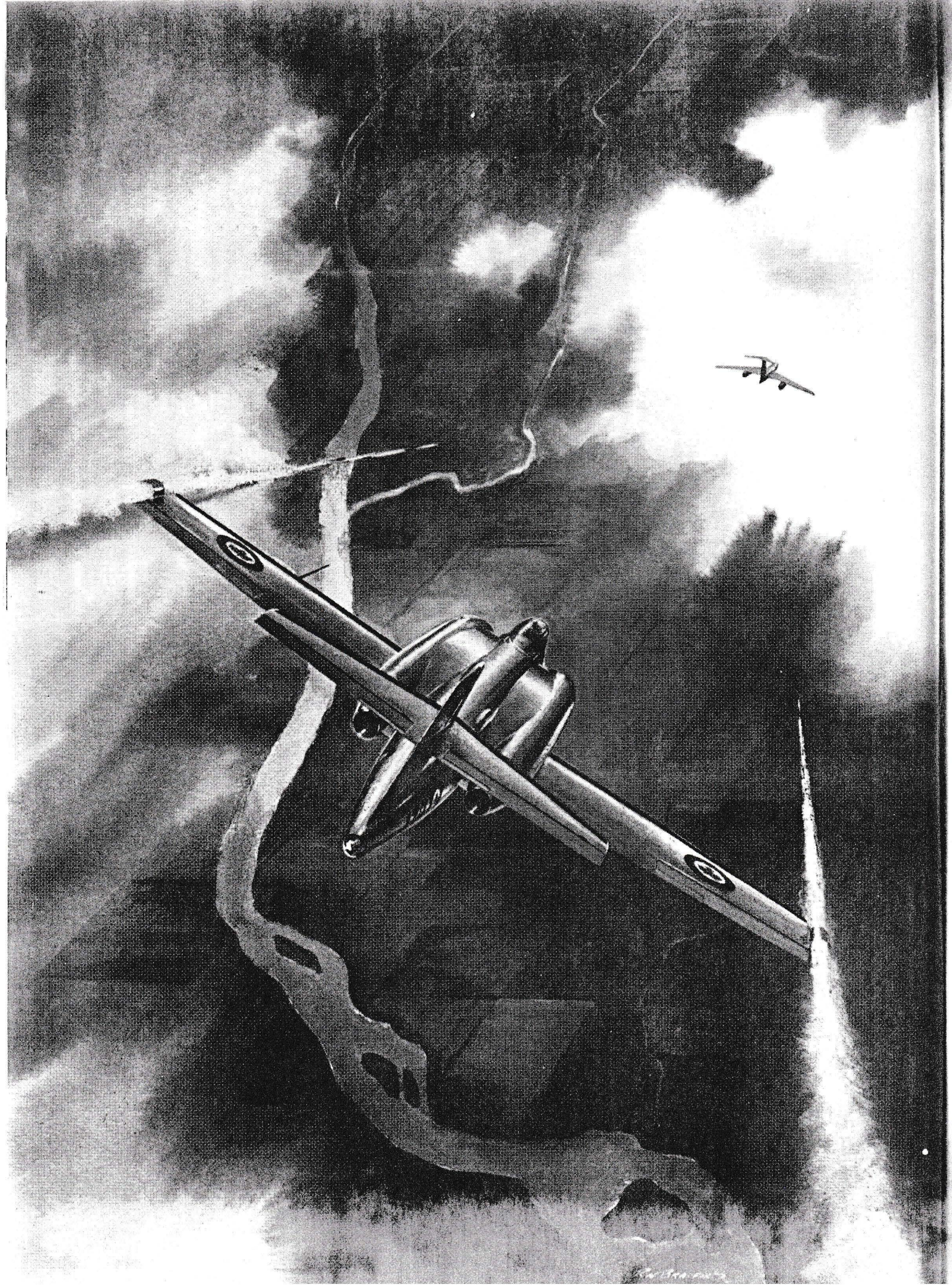
Meanwhile, a new version of the CF-100, the Mark 5, has made its appearance (a photograph appears elsewhere in this issue). Superficially, the Mk. 5 differs from the Mk. 4 in that about 3 feet has been added to each wing tip; the tailplane has been modified as well, apparently by the extension of each tip. According to reports, the aircraft has been lightened by the removal of some of the heavy armament, a reference that would be to the ventral gun pack. The main effect of these modifications is to raise the operational ceiling to some 50,000 feet (figures as high as 55,000 feet have been quoted).



Span: 52 ft.  
Length: 54 ft., 8 in.  
Height: 15 ft., 1 in.  
Two Orendas, 7,600 lbs. th.







AIRCRAFT 444/56