



Up She Zooms—Canada's long-range all-weather interceptor jet fighter, the CF-100 Canuck, is seen during a jet-assisted takeoff at RCAF station, Uplands, where it is being tested by the RCAF. Jato cuts normal take off run in half giving CF-100's two Orenda engines an added thrust of 1,000 pounds each. ← National Defense. →

Leaders in Canadian defense industry gathered yesterday at Malton for the official opening of this country's first jet engine manufacturing plant.

Avro Canada Ltd. threw open to several hundred guests its newly completed 700,000-square-foot production centre for the Canadian-designed Orenda gas turbine.

The Orenda will, according to government spokesmen, be used to power the Avro CF-100 Canuck night fighter and the Canadair-built F-86E Sabre day fighter.

Principal speaker at the ceremony was Defense Production Minister Howe, who said: "Not only will the volume production of Orendas be a vital contribution to our defense effort, but it will mark yet another step in the development of our aircraft industry and in Canada's continued industrial progress."

Avro had recently been commissioned, he said, to deliver to the government Orendas to the value of \$66,000,000. Most would be used to accelerate production of the CF-100. Others would be diverted to the Canadair plant for F-86E Sabres.

Among the guests were John Jay Hopkins, chairman of the board of General Dynamics and Canadair Ltd.; Geoffrey Notman, general manager of Canadair; P. C. Garratt, managing director of deHavilland Aircraft of Canada Ltd., and Air Marshal W. A. Curtis, the RCAF's chief of staff.

Six CF-100's and four Avro Lancaster bombers provided a flying display. Highlights were the aerobatic performance of Avro test pilot Jan Zurkowski in a CF-100 and test pilot Michael Cooper-Slipper in a Lancaster flying test bed equipped with two Orenda jets.

Three maritime reconnaissance Lancasters from the RCAF base at Greenwood, N.S., passed overhead in formation. Next came five CF-100's flown by Avro and RCAF pilots.

Avro Announces Order Totalling \$65,000,000 For Orenda Jet Engines

By JAMES HORNICK

Defense orders totalling \$65,000,000 have been placed with Avro Canada Ltd. for the Canadian-designed Orenda jet engine.

The Orenda is intended for use in the CF-100 Canuck long-range night fighter and the F-86E Sabre short-range day fighter.

Defense Production Minister Howe is expected to make several announcements as to the Orenda's future when he officiates today at the opening of Avro's new engine factory at Malton.

Crawford Gordon Jr., the company's president and general manager, made several general comments last night at a pre-opening press conference.

The Orenda, he said, is one of the most powerful jet engines currently in production among the Allied powers. Its potentialities for future development are almost limitless.

Avro's \$35,000,000 Crown-financed engine plant would, he said, reach its production targets on schedule. All statistics about production schedules are subject to military security.

said: "Yesterday that land was just prairie. Today it is a plant ready to produce type-tested engines."

"If you guys don't appreciate that, you really ought to wake up. . . . I don't understand the tenor of the questions. . . . If you are going to be a world power this is something you ought to have, and you should be glad of it."

Thomas S. McCrae, general manager of Avro's gas turbine division, said the Orenda's power output would be gradually developed over the next three or four years.

The engine now compares favorably, he said, with all others in its general size class. Many manufacturers in the United States were frankly envious of what had been developed with Canadian talent.

Fred T. Smye, general manager of Avro's aircraft division, said the Orenda had been chosen to power an improved version of the Jetliner commercial transport.

Although the Jetliner has never entered production, inquiries continue to flow in from interested airline operators throughout the world. If the Jetliner ever reaches the production stage, Mr. Smye said, the Orenda is favored as its powerplant.

Alex. Dolan, public relations consultant to the Hawker-Siddeley group of Britain, with which Avro Canada is associated, was critical of some of the questions asked at the press conference.

Reporters from Toronto, Ottawa and Montreal wanted to know why Avro had not reached its production stage by now. Why, they asked, was there such a time lag between development and production?

"I really don't understand," he said, "why the press of Canada shouldn't be delighted at what's going to happen tomorrow."

Referring to the plant opening, he

← Peter flying.