



UNIQUE CF-100 was photographed recently taxiing by the passenger terminal building at Malton Airport. The aircraft, a Mk. 5, has a ramjet of unidentified type fitted to each wing tip as well as vortex generators on the wing.

CL Wins F-104G Contract

Canadair Ltd. on Aug. 14 won a \$91.5 million contract to build the airframes for 200 Starfighter F-104G jets.

Defence Production Minister O'Hurley also announced that Orenda Engines Ltd. will be awarded an \$80 million contract for production of the J-79 General Electric engine for the plane.

The two contracts together will amount to less than half the \$420 million the total Starfighter program will cost. Other contracts will be for 14 training planes, to be bought direct from Lockheed, the fire control system, spare engines and parts and ground-handling equipment.

The supersonic F-104G will be used to re-equip the eight RCAF Sabre jet squadrons in the RCAF air division in Europe. The plane will be called the CF-111 in the RCAF. Canadair and Orenda also made the Sabre airframe and engine.

Mr. O'Hurley said Canadair's bid was the lowest of the three invited. He declined to disclose the bids of Avro and de Havilland. He said the three bids were "close".

He said Canadair and Orenda will make a profit of about 5% on the basis of the contracts awarded. If the cost was less than that of the contracts the companies would get one-third and the Crown two-thirds of the savings. If costs exceeded the contract prices, the companies would have to pay those amounts.

The program will be completed four years from now. Canadair would

employ about 3500 workers at the peak and Orenda about 3000, Mr. O'Hurley said. Peak production will be ten planes a month compared to some 30 during Sabre production.

Canadair will sub-contract about 33% of the airframe work to Canadian companies and Orenda about 45% of the engine work.

In effect, Mr. O'Hurley said, there will be \$420 million worth of business for the Canadian aircraft industry.

If Canada had to buy certain components from U.S. firms, those companies would award the same value of contracts to Canadian companies though these contracts would *not* be associated with the Starfighter program. The sub-contract work will be spread among companies from the Maritimes to Winnipeg.

Canadian firms will also get 30% of Lockheed's airframe business in construction of 66 Starfighters for the West German Air Force. It is not considered likely that West Germany, which will also build the Starfighter under license, will sub-contract any work in Canada.

Mr. O'Hurley said the fire control system will be American but built largely in Canada. Armament for the Starfighter has not yet been selected.

Tooling for airframe production will be shipped to Canadair from California so that work can start almost immediately.

Mr. O'Hurley said there will be no layoffs at Canadair though work on the Argus and 540 for the RCAF is coming to an end.

The royalty and license fee to

Lockheed will be 6% of the airframe and engine cost.

Asked whether there will be any work for Avro, hard hit by the Arrow cancellation, Mr. O'Hurley said this is still being looked into but that he wouldn't like to say definitely that there would be something for Avro. The Government's special assistance to Avro to keep technical personnel together expired Aug. 20. Mr. O'Hurley said Avro had 200 men under this plan.

Canadair's airframe cost is expected to be lower than if a similar number of planes had been built by Lockheed because of lower costs and fewer man-hours.

NATO Communications Order

One of the first communications orders ever received by a Canadian firm for Western European defence has been awarded to Canadian Westinghouse by SHAPE headquarters. The order is for two super-high frequency line-of-sight microwave radio systems for delivery early in 1960.

The first is a truck-mounted three-hop system with four completely mobile terminal and repeater stations. The entire system can be transported easily. It has a 120 channel capacity for voice and data transmission with an operating frequency of 4400 to 5000 megacycles.

The second part of the contract is for a two hop system with two terminals and a repeater station. This equipment is extremely compact and is mounted in transportable carrying cases. A drop-panel on the case facilitates easy operation of the transmitting and multiplexing equipment. A portable antenna system (60 feet high), which can be erected and dismantled easily and quickly without tools is a part of both orders.

More Avro Departures

Latest top level resignation from the executive at Avro Aircraft Ltd. is that of J. A. Morley, since January 1955 vice president, sales & service of the Malton, Ont., aircraft manufacturer. Mr. Morley was also a director of the firm, as well as president of the subsidiary Avro Aircraft Services Ltd., Brussels, Belgium.

He is the 1959-60 president of the AITA.

The departure of Mr. Morley from the Malton scene just about cleans out

all of the Avro executive from the level of vice president and up, as it existed before the Arrow cancellation.

M. D. Willer, Avro sales & service manager, has also resigned. Murray Willer had been associated with Avro and its predecessor companies at the Malton plant — Victory Aircraft and National Steel Car — since 1940.

A recent appointment at Avro is that of F. P. Mitchell to the post of chief engineer. Mr. Mitchell succeeds R. N. Lindley.

Meanwhile, at Orenda Engines Ltd., the resignation of Earle K. Brownridge, president & general manager of the engine manufacturer, has been disclosed. Mr. Brownridge had held the post only since last May, when he succeeded Walter R. McLachlan, one of the first A. V. Roe Canada executives to leave the organization following "Black Friday".

At present, no successor had been named to Mr. Brownridge and until the post is filled, Vice President Manufacturing J. H. May is acting general manager.

U.S. Dart Distributor

Appointment of Airwork Corp., Millville, N.J., as distributor and approved overhaul facility in the Eastern U.S. for Rolls-Royce Dart engines, was recently announced by R. M. Kendall, general manager of Rolls-Royce of Canada Ltd. Under the agreement, all models of Dart engines and accessories will be overhauled, repaired and tested by Airwork.

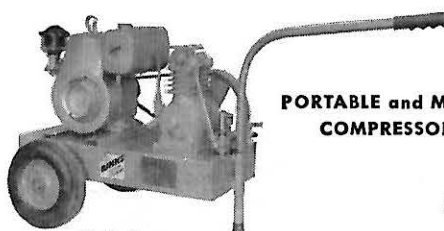
A complete overhaul shop will be set up at the Millville engine facilities of Airwork to overhaul the engines. Accessories for these will be overhauled and tested in the company's new accessory establishment.

Airwork will augment the existing service facilities available for Dart powered Fairchild F-27, Vickers Viscount and Grumman Gulfstream aircraft operated in the U.S.

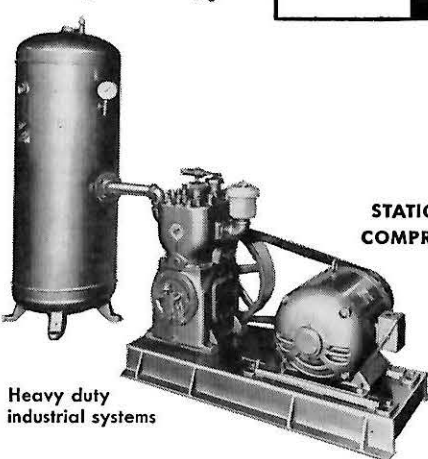
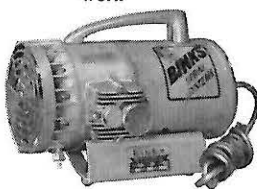
CL-44 in Pre-flight

The pre-flight stage has been reached by the first Canadair CL-44, according to word received from Canadair Ltd. early this month.

The report said that checking of the fully installed electrical system and electronics equipment was nearly finished. The hydraulic system was almost complete and in the process of

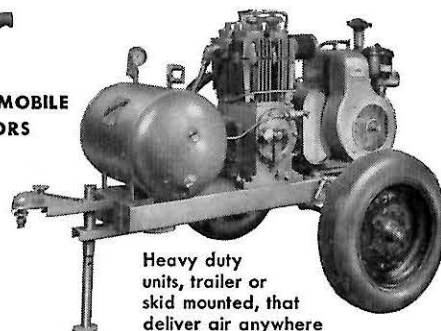


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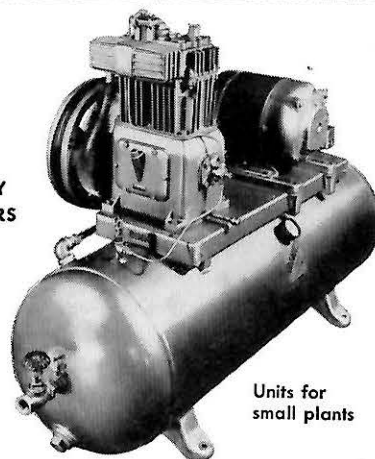


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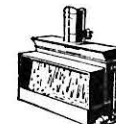
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