

CF-100 shown at instant of touchdown on Farnborough runway following brilliant display by Zurakowski. Photo by Charles W. Cain.

## CANADA'S CF-100's AT FARNBOROUGH

The presence of the two Avro CF-100 fighters at the SBAC Display was very welcome indeed — and very much overdue. The British aircraft industry had almost despaired of ever being able to inspect this one hundred per cent Canadian airplane. Two (18321 and 18322) of the three aircraft that were at the Paris Salon, and which have been spending the summer at the RAF Central Fighter Establishment, were released for the week of the Display. One was flown, the other exhibited statically with its own gun pack trolley, tanks and rocket gear—behind a rope barrier.

The first-rate finish of the thick-skin wing, fuselage and nacelles aroused much favorable comment. The good impression was enhanced by the fact that the unpainted surface meant that filler had not been used to cover up manufacturing blemishes. Most British military airplanes are either camouflaged or painted silver and it is usually impossible to gage the skin work until, perhaps, some rain erosion reveals the worst! Since the airplanes were not available for close or cockpit inspection it is not possible to say much more about their static exhibition. The beautifully sectioned, rotating Orenda 11 on the Hawker Siddeley stand gave a little internal

information for the inquiring mind.

Jan Zurakowski is an old friend at Farnborough, still fondly remembered for his cartwheels in the Gloster Meteor. Much was expected from the Zura-Canuck combination — and nobody was disappointed.

The CF-100 was demonstrated in among the latest swept wing and delta jet fighters and served as a graphic demonstration of the price paid for performance. Despite its size and weight and thin airfoil it was manifestly handier in many respects than the newer breed. If the swept airplanes had been allowed full speed it might have made a difference, but as it was there was little apparent difference between any of them.

Where the CF-100 stood out was in its obvious freedom from tip-stall or wing-flexing worries. After doing all the normal high-speed maneuvers, Zurakowski put his airplane into a spin at about 10,000 feet — the height at which pilots of most swept-wing airplanes are told to bale out if a spin starts. After five or six turns, he came out, dived perhaps a thousand feet to pick up speed and still had two or three thousand feet in hand. The spin, too, seemed very smooth, without the

violent attitude changing common to swept wings.

Further confidence was shown by a falling leaf—an old maneuver one has not seen for years. This is simply a series of partly-developed stalled turns, in which the wing is allowed to drop left and right while maintaining direction. It is a sign of adequate control responses right down to the stall—and to be perfectly honest it did not quite come off every time. Nevertheless, that the CF-100 is sufficiently well-behaved at the stall for it to be attempted is remarkable enough.

Yet another aerobatic was an upward outside half loop: that pilot certainly seems to enjoy negative G—and the Orendas can take it, too!

Most startling of all was the Zura-Canuck method of landing. After the aerobatics, the airplane was brought down to the circuit height, half-rolled to put the pilot on the outside and in this fashion did a half-circuit, finally lowering the undercarriage before half-rolling right-way-in again. The final approach was made with free and easy S-turns that again emphasized good control. Touchdown speed seemed very reasonable and the roll was fair by today's standards.

—James Hay Stevens.

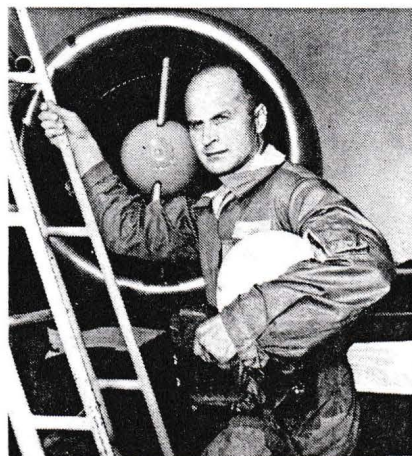


Photo at left by Gloster Photographer Russell Adams shows a CF-100 piloted by Jan Zurakowski (at right) flying over the British coast.