

THE INDUSTRY

More CF-100 Simulators

An additional contract for the construction of more CF-100/4 flight simulators has been awarded to Canadian Aviation Electronics Ltd., by the Department of Defence Production. The award of this new contract means that the Montreal firm now has the prototype and an expanded program of production of flight simulators in its new plant on Côte de Liesse Road.

Described as being one of the most intricate electronic devices yet produced by a Canadian company, the Curtiss-Wright Dehmel Flight Simulator for the CF-100 is manufactured by CAE under license from Curtiss-Wright Corporation of New Jersey.

First Canadian Nene

The first Canadian-assembled Rolls-Royce Nene has completed its 150 hour type test at the Montreal plant of Rolls-Royce of Canada Limited, it has been learned. The successful conclusion of this qualifying test was attained on September 28.

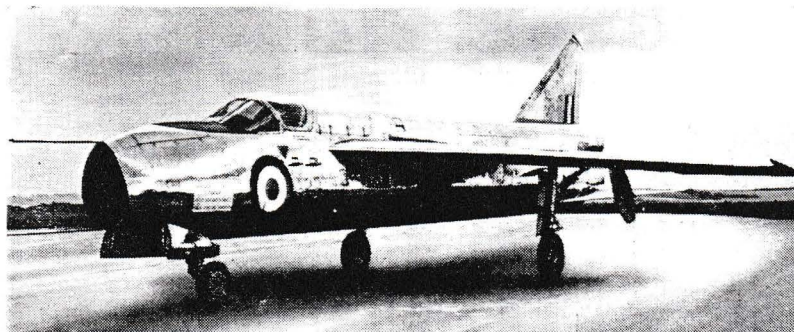
Rolls-Royce of Canada has for some

time been in production on almost all the major components of the Nene, but rather than assemble these into complete engines, they have been stockpiled in order to build up the substantial spares bank that will be required by the time the RCAF gets all of its nearly-600 T-33's in service.

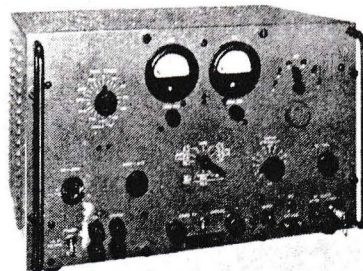
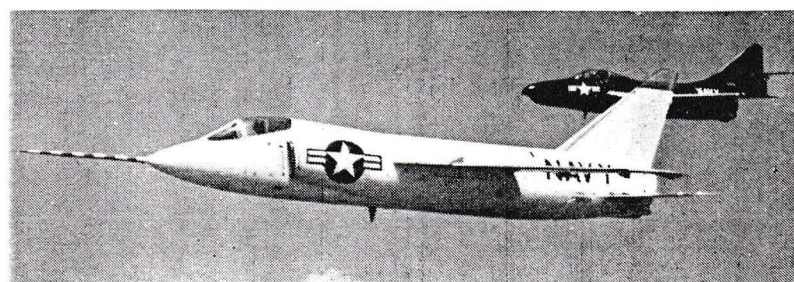
Original plans called for practically all of the Nenes required for the T-33 program to be delivered assembled by the parent Rolls-Royce firm at Derby, England, with a moderate number of engines to be assembled towards the end of the delivery schedule by Rolls-Royce of Canada. These were to be made up of parts almost entirely of Canadian manufacture. It is understood that the total number of such engines will be about 50.

CSI Buys Plant

Canadian Steel Improvement Limited has purchased the buildings in which it is located, together with most of the associated equipment, it has been announced. Both buildings and equipment were formerly the property of the Crown and are located at



MORE THAN ONE: The British and U.S. approaches to the designing of operational aircraft capable of flying at supersonic speeds in level flight are illustrated by the English Electric P.1 (above) and the Grumman F9F-9 Tiger, both of which made their initial flights during the first week of August. The English Electric interceptor fighter is being developed for service with the RAF; it is powered by two Armstrong Siddeley Sapphires. The Tiger, on the other hand, is to see duty with the U.S. Navy. It, too, is powered by the Sapphire (one), but in this instance the powerplant is the Americanized J-65 version built by Wright Aeronautical.



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