

Mk. 3 C.F.-100's Finished

Completion ahead of schedule of the production contract for CF-100 Mk. 3 gun-armed fighters, has been announced by Avro Canada. Crawford Gordon, Jr., president & general manager, says that the production run began last September and reached its peak in June, when "Avro exceeded its schedule by about 50%."

Some months ago, Defence Production Minister C. D. Howe said that in all, 70 Mk. 3 production versions were to be built.

Production of the last of the Mk. 3 versions means that the first production models of the rocket-armed Mk. 4 will soon be making an appearance. Peak production on the Mk. 4 is scheduled for early in 1954.

A recent news report in the Toronto Telegram says that the RCAF plans to call the Mk. 4 CF-100 the "Jaeger", after a fierce species of Arctic bird. The name "Canuck", with which the CF-100 was saddled several years ago by officialdom, has generally proved unpopular and is rarely used, even by the RCAF. Chief drawback to the name "Jaeger", is that the same bird is also sometimes known as the "Skua", a name once applied to a Blackburn two-place fighter/dive bomber used during World War II by the RN.

More Sabres

An additional quantity of Orenda-powered Sabre 5's has been ordered from Canadair Limited for the RCAF, it has been announced. The new contract, which will mean several millions of dollars of new business for the company, will replace those Sabres which were sold last year by the Canadian Government to the USAF.

In 1952, the USAF, faced with a shortage of Sabres in Korea, asked the Canadian Government for assistance and subsequently received an initial quantity of 60 fully-equipped aircraft from Canadair's production line. It is understood that an additional 60 machines were later supplied. After being flown to North American Aviation's Fresno, California, plant for minor modifications to meet USAF requirements, the Canadair-built F-86E's were shipped directly to Korea.

To date, Canadair has produced

more than 600 Sabres, practically all of them of the F-86E type, and it is expected that production will continue for a considerable period.

Piasecki Sets Up Shop

Official confirmation of *Aircraft's* report that the Piasecki Helicopter Company of Canada would soon be established, has arrived in the form of an announcement from the parent company, Piasecki Helicopter Corporation, Morton, Pennsylvania. The announcement said that the new Canadian firm was a wholly-owned subsidiary of the U.S. corporation.

The RCAF has six Piasecki H-21 Work Horse helicopters on order from

tenance schedules are self-imposed to assure maximum dependability and safety of operation, the company says. The schedules are co-ordinated with and recognized by the CAA.

In 1947, the first commercial deliveries of Model 47 helicopters were accompanied by instructions calling for a major overhaul after every 25 hours of flight. As the helicopter was constantly refined and flight experience records were accumulated by Bell service representatives in the field, the time between major inspections was increased from 25 to 50, to 100, 100 to 300, and finally, 300 to 600 hours.

Contracts Awarded

Contractors awarded business in excess of \$10,000 by the Department of Defence Production during the period May 1 to June 15, include the following. The list does not



PIPER APACHE: Piper Aircraft Corporation's new twin-engine light transport has been named the "Apache". First production models of the Apache will soon appear and are scheduled to sell for approximately \$25,000. Powered by two 150 hp Lycomings, the aircraft will carry four persons at cruising speeds in excess of 150 mph. Full feathering Hartzell propellers are used. Single engine service ceiling in fully-loaded configuration is over 5,000 feet according to Piper.

the USAF and the first of these was originally slated for delivery in June of this year.

600 Hours for Bell 47's

Bell Aircraft Corporation has announced that the period between required major inspections has been increased from 300 to 600 flight hours for all Model 47 series helicopters.

The relaxed restrictions on inspections and overhauls will result in a saving of approximately 265 man-hours of labor, thereby releasing the helicopter for many more revenue producing flight hours. An average of 300 man-hours is required to complete a major inspection, and a 35 manhour inspection is substituted for the major 300 hour check.

All of Bell's inspection and main-

include orders placed with the Department outside Canada or with other government agencies, and increases in orders placed earlier—nor do orders classified as secret appear here.

(Names appearing in bold face are current *Aircraft* advertisers).

Aircraft Appliances & Equipment Ltd., Toronto, \$24,420 for rotary inverters.

Aviation Electric Ltd., Montreal, \$31,575 for aircraft instruments.

Aviation Electric Ltd., Montreal, \$72,575 for fuel pumps.

Aviquipo of Canada Ltd., Montreal, \$77,269 for aircraft instruments.

Bancroft Industries Ltd., Montreal, \$22,591 for aircraft spares.

Bristol Aeroplane Engines (Eastern) Ltd., Montreal, \$13,433 for aero engine spares.

Canadair Limited, Montreal, \$75,753 for airframe spares.

Canadian Car & Foundry Co. Ltd., \$43,604 for airframe spares.

Dowty Equipment of Canada Ltd., Ajax, Ontario, \$47,678 for fuel pumps.