

**CANBERRA:** The English Electric Canberra is shown above as it performed at Baltimore, Maryland, for top personnel of the Glenn L. Martin Company, which is to build an unspecified number of the Canberras for the USAF. The Canberra has been given the U.S. designation B-57A and will be utilized as an attack bomber or as a night intruder. The Canberra was originally designed as a high-speed, high altitude bomber, but degree of manoeuvrability indicated it would have many other uses.

teristics. It may be equipped for either water-alcohol injection or afterburning. GE claims a low rate of fuel consumption.

The engine has the annular type of combustion system. Some accessories, housed in the nose of the current production engines, have been placed underneath to provide a greater air inlet area to the compressor. A "hot nose" is achieved by bleeding hot air from the compressor to hollow nose parts, and retractable air inlet screens are used to prevent ice collection on the critical inlet parts. The basic engine is 36.75 inches in length and 146 inches long.

## Repair and Overhaul

Present value of RCAF overhaul and repair contracts with civilian firms is approximately \$35,000,000, Minister of Defence Production C. D. Howe told The Commons recently. He said that some of these contracts cover programs extending over two years.

## Contracts Awarded

Contractors awarded business in excess of \$10,000 by the Department of Defence Production during the period May 15-31 and June 1-15 include the following. It is pointed out that the list does not include orders deleted for security reasons, orders placed by the Department outside Canada or with

other government agencies, and increases in orders placed earlier.

*(Names appearing in bold face type are current AIRCRAFT advertisers)*

**Abercorn Aero Limited**, Montreal, \$50,000 for aircraft parts.

**Aircraft Industries of Canada, Ltd.**, St. Johns, P.Q., \$300,000 for aircraft reconditioning.

**Aviation Electric Ltd.**, Montreal, \$45,798 for communications equipment, aircraft parts, and test apparatus.

**The Babb Company (Canada) Limited**, Dorval, P.Q., \$664,125 for aircraft.

**British Aeroplane Engines Limited**, Vancouver, B.C., \$1,135,000 for aero engine repairs.

**Canadair Limited**, Montreal, \$210,-

000 for aircraft reconditioning.

**Canadian Aviation Electronics Limited**, Montreal, \$25,000 for telecommunication installations.

**Canadian Pratt & Whitney Aircraft Co. Ltd.**, Longueuil, P.Q., \$64,211 for aero engine repairs and parts.

**Clatworthy Lumber Co. Ltd.**, London, Ontario, \$64,793 for lumber and hangar roof replacements.

**The de Havilland Aircraft Company of Canada Limited**, Toronto, \$779,927 for aircraft reconditioning and parts.

**The Fairey Aviation Company of Canada Limited**, Eastern Passage, N.S., \$240,392 for aircraft spares and tools.

**Irvin Air Chute Limited**, Fort Erie, Ontario, \$900,329 for parachutes and parts.

**J. W. Lawrence Canada Limited**, Montreal, \$12,000 for aircraft parts.

**MacDonald Bros. Aircraft Limited**, Winnipeg, \$230,000 for aircraft modification kits and electronic equipment.

**W. A. Moffatt Company**, Toronto, \$138,600 for hangar repairs.

**Monahan Supply Corp. Ltd.**, Toronto, \$38,655 for tools and ground handling equipment.

**Radio Engineering Products Limited**, Montreal, \$46,504 for communication equipment.

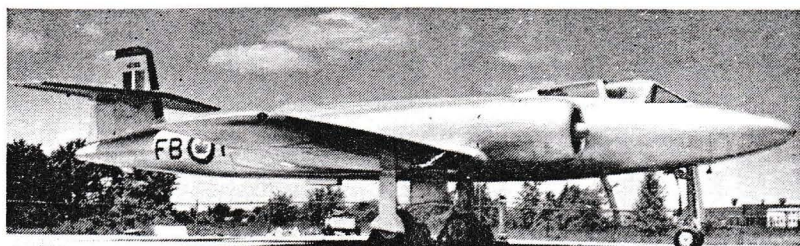
**A. V. Roe Canada Limited**, Toronto, \$14,735 for aircraft parts.

**Rolls-Royce Montreal Limited**, Montreal, \$295,506 for aero engine parts.

**Rotax Canada Limited**, Dorval, P.Q., \$18,625 for aircraft parts.

**Standard Aero Engine Limited**, Winnipeg, \$33,000 for aero engine repairs.

**Visco Petroleum Products Limited**, Toronto, \$13,347 for aircraft oxygen apparatus.



**FIRST ORENDA CF-100:** The first Orenda powered CF-100 made its initial flight on June 20, with Avro Canada Chief Test Pilot Don Rogers as pilot. With the exception of a slight increase in length of the engine nacelles, this first production CF-100 is almost identical to first two prototypes. The only obvious difference is the silver paint job. Avro Canada says first ten aircraft are to have dual controls.