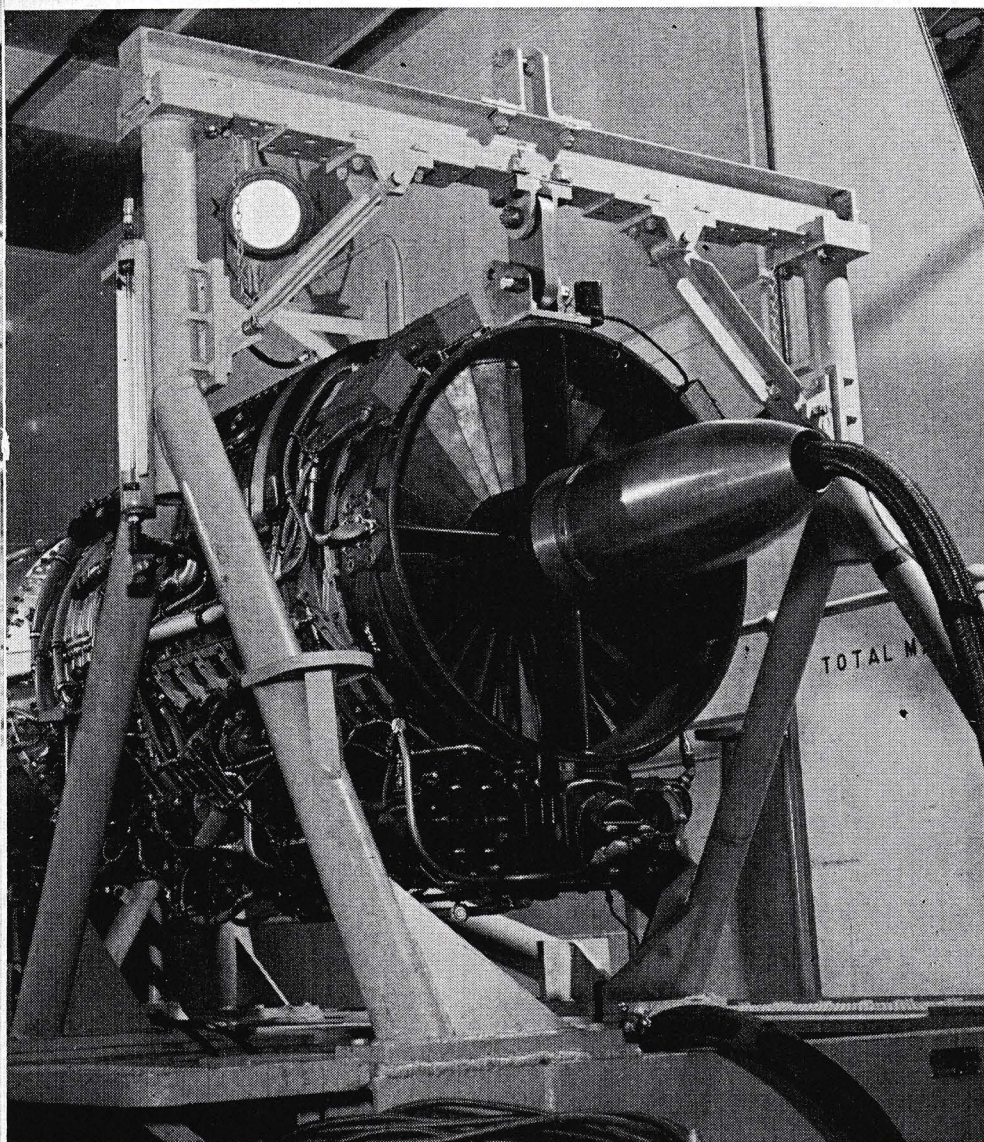


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Canadian J-79-7 Production



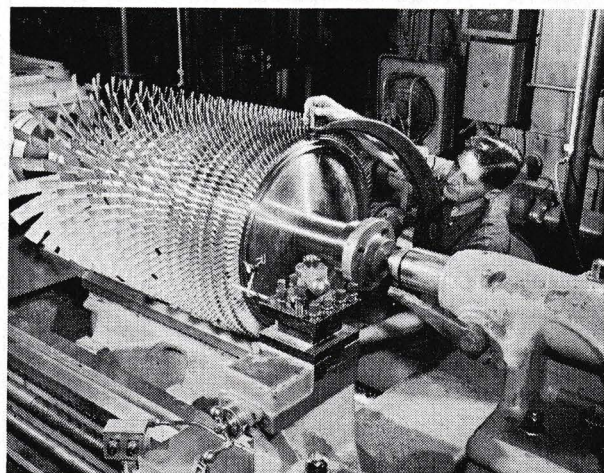
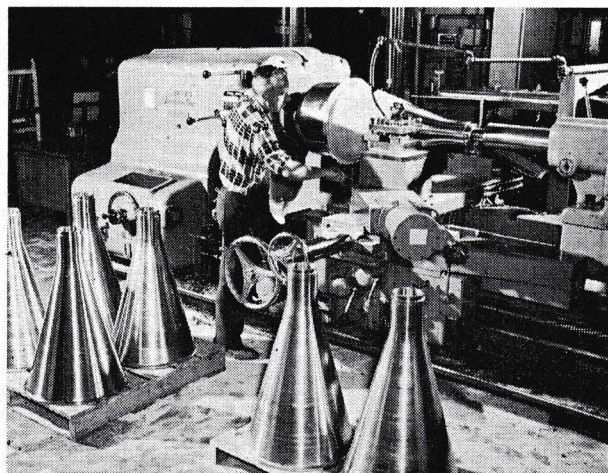
COMPLETED J-79-7 ENGINE installed on the test stand at Orenda's Malton plant.

Orenda Engines Ltd., Malton, Ont., are likely to be kept busy with the J-79-7 production program well into 1963 or 1964, following the order for a further \$200 million worth of F-104G's to be built in Canada for NATO countries.

At present the company is producing the engines for the 200 CF-104's, plus spares and replacements, and although no specific number of aircraft is mentioned in the latest contract, it is likely that almost 100 further aircraft will be built by Canadair Ltd., Montreal. Even this may not be the end of the line; there is a possibility of further NATO orders.

As reported in Canadian Aviation last month, the \$200 million NATO order was part of a three-point deal involving acquisition of F-101B voodoo fighters by the RCAF and take-over of financial responsibility for the Pine Tree line.

Orenda's

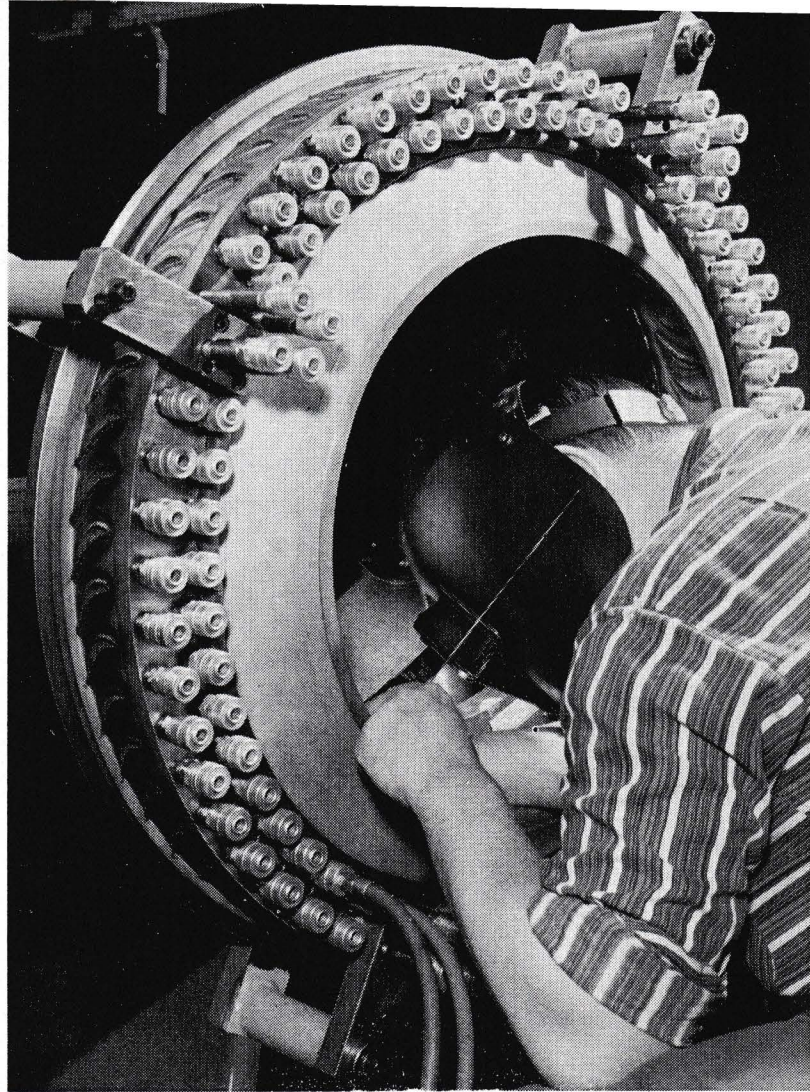


INTRICATE OPERATIONS include turning of tapered turbine shaft (left), and checking diameter of 17th compressor seal.



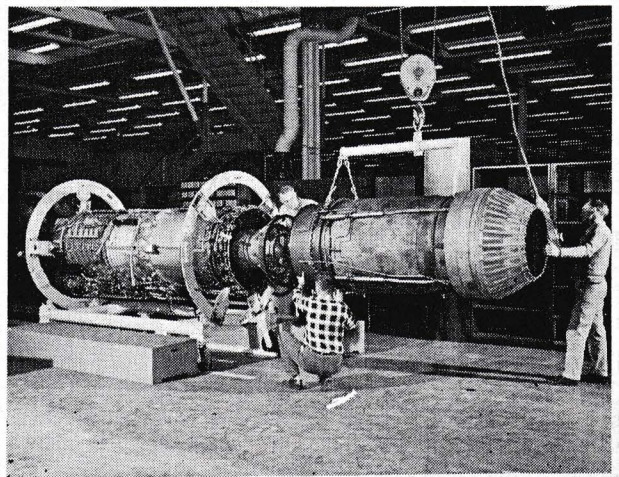
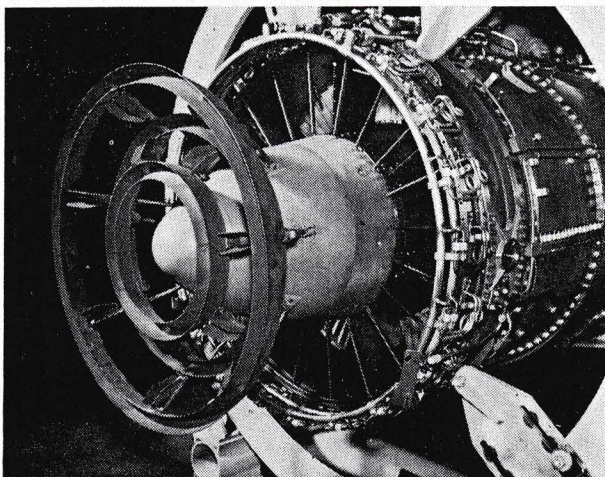
VARIABLE INCIDENCE inlet guide vanes being inserted in front frame of the J-79-7.

The J-79-7 program is by no means fully absorbing Orenda's plant and facilities, but it is providing a very useful nucleus for the company's activities, and is also affording a considerable amount of work for sub-contractors. The program involved quite extensive tooling at Orenda's, and the study of a number of novel production techniques because of the large proportion of welded sheet work in the J-79. The program was described in some detail in the May, 1961, issue of Canadian Aviation.



WELDING forms major part of work; involved special training.

Program Gets New Boost



AFTERBURNER detail is shown at left, including spray bar and flame holders, addition of variable diameter tail pipe, right.