

## New Air Plans

Additions to the RCAF's Air Defense Command strength, realignment of the RCAF auxiliary's role and re-equipment with Sabres and a new emphasis on army aviation was announced late last month by Defense Minister Campney following tabling of the White Paper. The proposals are along the lines predicted by Canadian Aviation in its February and May issues. The highlights:

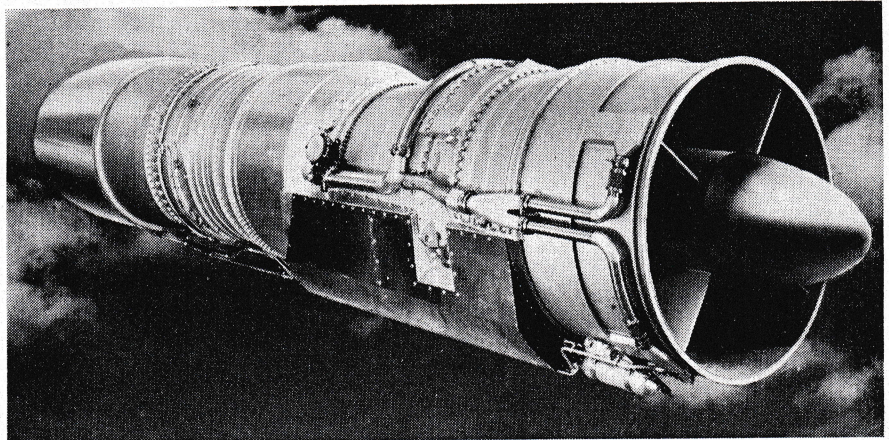
- Three new CF-100 all-weather long-range interceptor squadrons are to be added to the Air Defense Command making a total of 12.
- One of the RCAF's 12 squadrons making up 1st Air Division in Europe, will have its Sabres replaced by a CF-100 squadron by the end of this year with three more to follow during 1957.
- Auxiliary fighter squadrons in Canada will no longer comprise part of the first-line forces in the North American air defense system. All Vampires and Mustangs will be phased out of the auxiliary and flying operations for the Hamilton and London auxiliary fighter squadrons will be discontinued with the London group being converted to an aircraft control and warning squadron.
- Six auxiliary fighter squadrons, two each at Montreal, Toronto and Vancouver, will receive Sabre 6s replacing the Vampires and Mustangs.
- The auxiliary squadron at Calgary will revert from Mustangs to operation of Expeditors and Otters as a light transport squadron. The Winnipeg auxiliary will operate Expeditors for training of navigators and Saskatoon and Edmonton squadrons will continue with Mitchells and T-33s.
- The army's mobility is to be increased by addition of new short take-off and landing aircraft replacing the parachuting of troops. (Canadian Aviation, May issue).

## Soviets at Show

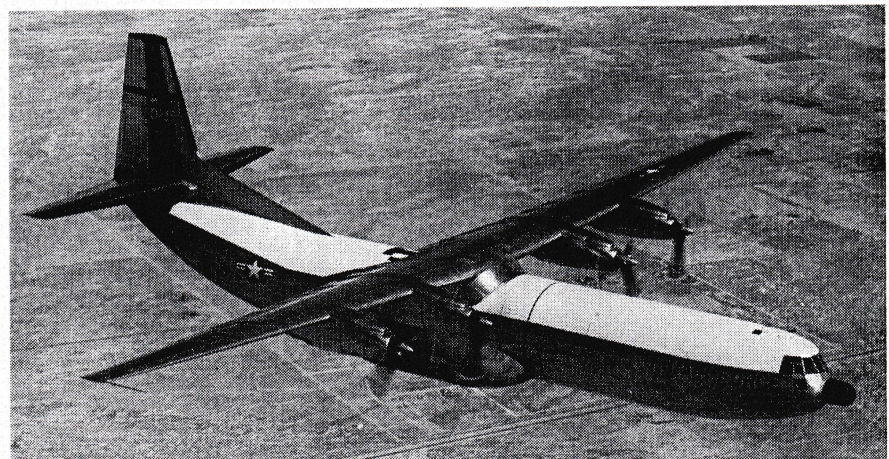
Edgar T. Alberts, president of the Toronto Flying Club, will seek Soviet participation at this year's Canadian International Air Show, September 7 and 8 in the form of the latest intercontinental jet bombers. The same request was made of the Russians last year but they sent only 13 observers. He left Toronto for Moscow at the end of last month to attend the Soviet Air Parade at the invitation of the Soviet Government.

## Friendship

Fairchild has decided to go into volume production on the Fokker-designed F-27 40-place turbo-prop transport having obtained firm orders for 14 F-27's and options on 20 more. Fairchild has put a price tag of \$540,000 on the aircraft exclusive of radio.



**ORENDA'S "IROQUOIS."** First security cleared picture of Orenda Engines Ltd.'s new PS-13 "Iroquois" turbojet which is to power the RCAF's new Avro CF-105 supersonic all-weather fighter and will be test flown later this year in a specially modified B-47. This twin-spool afterburning engine made 60% of titanium will produce 20,000-lb thrust, it's claimed, and is expected to receive wide attention from U. S. and Canadian governments.



**MILITARY GIANT.** The gargantuan Douglas C-133A, largest military transport in production is building up an impressive test record. The plane has successfully carried its design gross weight of 225,000 pounds.

## M-H for CF-100

Minneapolis-Honeywell Regulator Co.'s altitude controller is being installed in the CF-100 along with the M-H autopilot which is coupled with the CF-100's fire-control system. The altitude controller is a 9.2-lb aneroid pressure instrument sensitive enough to feel deviations of as little as five ft at altitudes of 40,000 ft. (It is being installed in photo-mapping and transport aircraft belonging to the U. S. Navy.)

## RCAF Prefab Hangers

The Royal Canadian Air Force has placed a \$1,300,000 order for prefabricated hangars with a British firm, Coseley Engineering Co. of Lanesfield, Wolverhampton. The order was placed following successful tests on a prototype hangar turned over to the RCAF about two years ago.

## First CS2F-1

The first Canadian-made Grumman-designed S2F, designated CS2F-1, was flown in Toronto in June from de Havilland Aircraft of Canada's Toronto plant. This is the first of a firm order for 66 aircraft which will be extended to 100 at a total cost of approximately \$88 million. They are being built for the Royal Canadian Navy and are specifically designed for carrier use aboard the RCN's new carrier Bonaventure to be commissioned early next year.

The CS2F-1 is a twin-engine submarine hunter and killer aircraft able to carry a variety of weapons and having an endurance of 1,000 miles or 8 hours, a cruise speed of 130 knots, a landing approach speed of 75 knots, and a take-off run of slightly more than 300 ft. Navy acceptance of the first aircraft is scheduled for early this fall.