

CF-100 in the News

During the past two months Avro Canada's CF-100 has been getting itself in the headlines with impressive regularity.

It started on December 7 when an RCAF CF-100 flew from Ottawa to Winnipeg in 2 hours 41 minutes. This flight formed the first leg of the journey to Edmonton, where the aircraft was to undergo cold weather trials. On the Ottawa-Winnipeg leg, the check-to-check time was 2:49 (the shorter time was tower-to-tower). Distance between the two points is 1,074 statute miles, though the RCAF says the distance flown was actually slightly more than this. The check-to-check time for the 736 statute miles Winnipeg-Edmonton was 1:54.

Ground speed on the flight out to Winnipeg worked out to about 400 mph., a TAS of around 475 mph. being maintained. On the flight to Edmonton the ground speed was approximately 452 mph., a TAS of 500 mph. having been maintained.

Pilot on the flight was Flight Lieutenant Doug Biden, a test pilot from the Central Experimental & Proving Establishment at Rockcliffe. As a crewman he carried Corporal L. L. Barkley.

The return flight was made by Squadron Leader J. H. Phillips and while full details of the journey are not available, the Winnipeg-Ottawa leg on January 10 was completed in 1 hour 58 minutes (check-to-check), which indicates a ground speed of 546 mph.

None of the flights constituted a speed run, the main object being to get the aircraft to Edmonton and back. They were used, however, to carry out fuel consumption checks on long flights.

The CF-100 got in the news again when the latest version, the Mark 4, officially exceeded Mach 1.0 in a dive on December 18 while being flown by Avro Canada Test Pilot Jan Zurakowski. Earlier news reports had credited Pilot Zurakowski with a supersonic "bang" on December 4, the exceeding of Mach 1.0 in this instance evidently being the result of his own experiments, and not part of the test program.

Prior to the December 18 super-

sonic flight, the pilot made some 15 dives in the high subsonic zone, each time building up to a higher speed. The actual supersonic flight took place at 9.52 a.m., EST.

It is believed that this aircraft is the first operational-type straight-wing aircraft to fly supersonically.

The Mark 4 CF-100 made its first flight during October of last year and since then has been undergoing flight testing. Its only obvious difference in external appearance is a longer nose. However, it carries improved electronic equipment and heavier armament. It is powered by Orenda 9's of substantially higher thrust rating than the

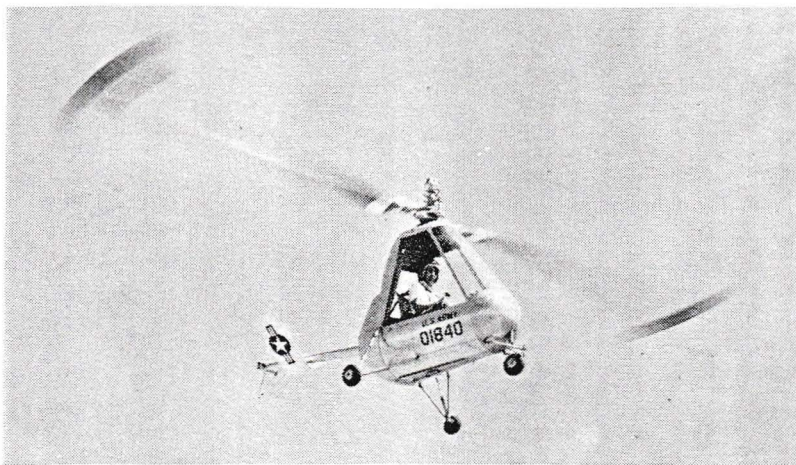
operating the aircraft at all times, though a TCA technical group is expected to ride along in an advisory capacity when the aircraft goes to Western Canada.

B.C. Ninety-Nines

The B.C. Chapter of the Ninety-Nines, the international organization of women pilots, was presented with its charter on December 28 at the Aero Club of B.C. in Vancouver. The new chapter is the second in Canada and its 18 members are headed by Mrs. Lois Paige. Phyllis Lowdell is vice-chairman; Beverley Law is secretary, and Helen Shelton is treasurer.

The Vanguard

Eight Sabres, the vanguard of 400 of the type, were officially turned over



PULSE-JET HELICOPTER: Designed and built for the U.S. Army by American Helicopter Co., Inc., Manhattan Beach, Calif., the XH-26 is a one-man helicopter powered by two rotor-tip pulse-jet engines. Design weight is just 300 lbs., but all-up weight is 900 lbs. Machine can be collapsed into a 5 x 5 x 14 ft. container for shipping or airdrops. Max. speed is 80 mph and duration is 1½ hours. It is intended for observation and general front line air reconnaissance duties.

earlier Orenda's being used in the Mark 3 CF-100. The additional power adds somewhat to speed in level flight, but more important, it improves climbing performance by a marked degree.

The Mark 4 is scheduled to go into production when the current Mark 3 run ends about mid-1953.

Viscount to Canada

A Vickers Viscount is expected to arrive at Montreal on February 15 for a five-week visit to North America, during which time it will undergo winterization tests which will take it to Winnipeg and Churchill.

The visit has been arranged by Vickers-Armstrongs Limited on its own initiative. A Vickers crew will be

to the RAF by Canada on January 2. The handing over took place at Abingdon, England, with Canada being represented by Norman Robertson, Canadian High Commissioner in London. The Canadair-built F-86E's were accepted on behalf of the RAF by British Air Minister Lord de L'Isle and Dudley.

There were originally nine aircraft in the first delivery flight, but one crashed in Scotland near the end of its journey, killing its RAF ferry pilot.

According to a message from Defence Minister Brooke Claxton, read at the ceremony, the 400 aircraft, together with enough spares for a year, represented \$100,000,000 in military assistance to the U.K.