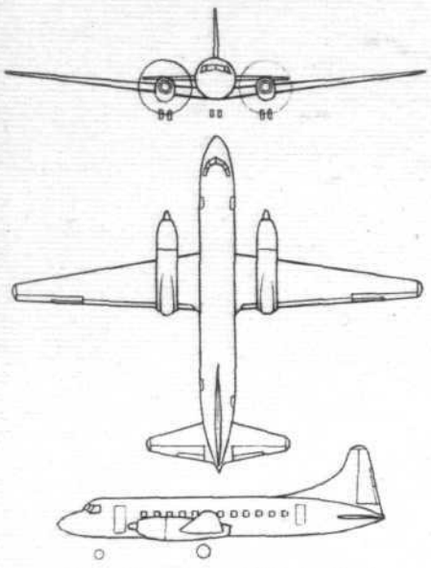
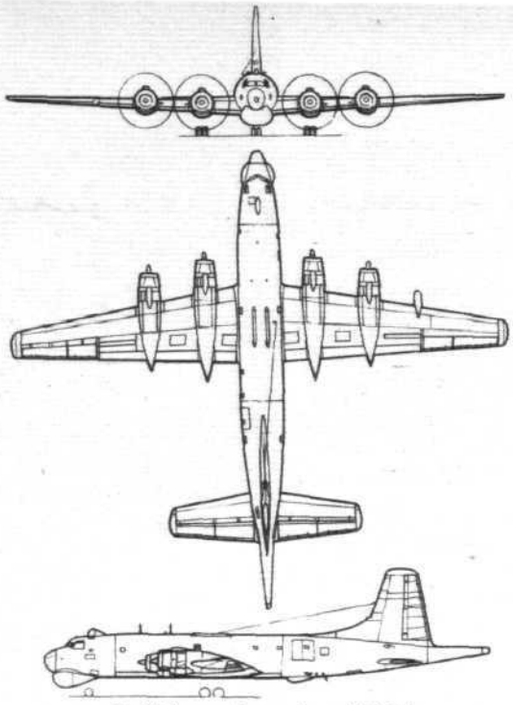
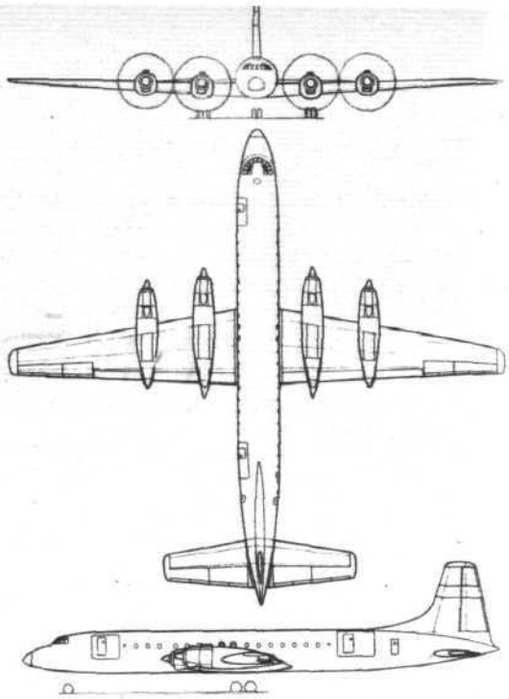


CL-66: Powerplant, 2 Napier Eland; span, 105ft 4in; length, 81ft 6in; gross weight, 53,200 lb; cruising speed, 325 m.p.h.



CL-28 Argus: Powerplant, 4 Wright Turbo-Compound; span, 142ft 3½in; length, 128ft 3in; gross weight, 148,000 lb; cruising speed, 230 m.p.h.



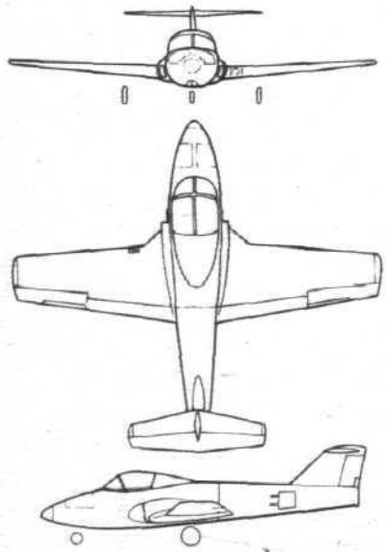
CL-44: Powerplant, 4 Rolls-Royce Tyne; span, 142ft 3½in; length, 136ft 9in; gross weight, 205,000 lb; cruising speed, 368-375 m.p.h.

The Canadian Industry . . .

at Comox, British Columbia, to replace Lancasters.

CL-44. While the Argus is the largest aircraft to be produced in any Commonwealth country outside the United Kingdom, tooling and component manufacture is well advanced at Canadair for an even bigger machine, the CL-44 long-range transport. Designated CC-106 by the R.C.A.F., who have ordered eight, the aircraft was originally planned as a logical Britannia development, to be powered by four Bristol Orions. When development of this engine stopped, Canadair chose the Rolls-Royce Tyne.

Gross weight of the CL-44 is 205,000 lb, compared with 148,000 lb for the Argus. Delivery of the first CL-44 should be made in November next year, and the company hopes to market commercial versions of the type.



CL-41: Powerplant, Fairchild J83; span 36ft 4in; length, 32ft; gross weight, 6,500 lb; max. speed, 445 m.p.h.

Above, new-type radome fitted to the 14th Argus; below, Sparrow 2 air-to-air missile, for which Canadair is co-ordinating contractor.

CL-66. An R.C.A.F. order for ten CL-66 Canadair-built Eland-powered conversions of the Convair 440 was announced in February this year. Since then production tooling for Convair 440 airframes has been transferred from Convair and installed at Canadair (both companies are members of the General Dynamics Corporation), and this medium-range transport should be in full production by mid-1959.

The commercial version of the CL-66 which the company is offering was originally known as the Cosmopolitan, but is now simply the Canadair 540.

CL-41. Canadair's ability to produce—or adapt, redesign and produce—other people's designs has been well demonstrated over the past ten years, and now the CL-41 jet trainer is about to show what the company can do by way of completely original design. Two prototypes, each powered by a Fairchild J83 engine, are approaching completion at Cartierville and should fly before the end of the year.

The company is naturally looking towards the R.C.A.F., who have a requirement for a jet trainer but who have kept very quiet about it in recent years, for an initial production order for the CL-41. Production versions, the company state, can be supplied with either the Fairchild J83, General Electric J85, Pratt and Whitney JT-12 or Armstrong Siddeley Viper, and a version of the Rolls-Royce RB.108 has also been proposed.

Sabre. Canadair's production of Sabres is finally being phased-out this autumn. The completion of the West German government's order for 225 Sabre 6s brings to a total of over 1,800 the Sabres Mks 1-6 produced in the past nine years.

T-33. With the completion in January next of a current contract for the R.C.A.F., Canadair plans to phase-out the production of its T-33 Nene-powered Silver Star advanced jet trainer. More than 700 have been built, under licence from Lockheed, since 1950.

Sparrow 2. The build-up of Canadair's guided missile organization began in 1951 with a small staff of engineers who provided technical assistance to government establishments in the design and development stages of the Velvet Glove air-to-air missile. After five years this evolved into Canadair acting as the co-ordinating contractor of the final development, test and evaluation of the missile and the test firings at Cold Lake, Alberta.

In April 1957 Canadair was appointed co-ordinating contractor in the Canadian production of the Sparrow 2 air-to-air missile (the manufacturing license of which had been obtained from Douglas Aircraft and Bendix Aviation through the U.S. Government), which had been adopted for the Arrow. The initial production schedule involves the manufacture and test of a number of test vehicles, each batch having a specific purpose and function to perform in the evaluation and test of the missile and the system. These will be followed by the main production run.

The second main contractor with Canadair is Canadian Westinghouse, and among the subcontractor companies are Sperry, Aviation Electric, de Havilland and Computing Devices.