

Ghost Fighters Over Dunkirk! – True Drama

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ROYAL AIR FORCE

FLYING REVIEW

A SPECIAL INVESTIGATION:
**CAN WE RELY
ON MISSILES?**

FIAT G.91 FOR
NATO FORCES
Scale Plan and
Cutaway Inside



TV STAR WITH THE D.F.C.

"I'm No Hero" says Jackie Rae

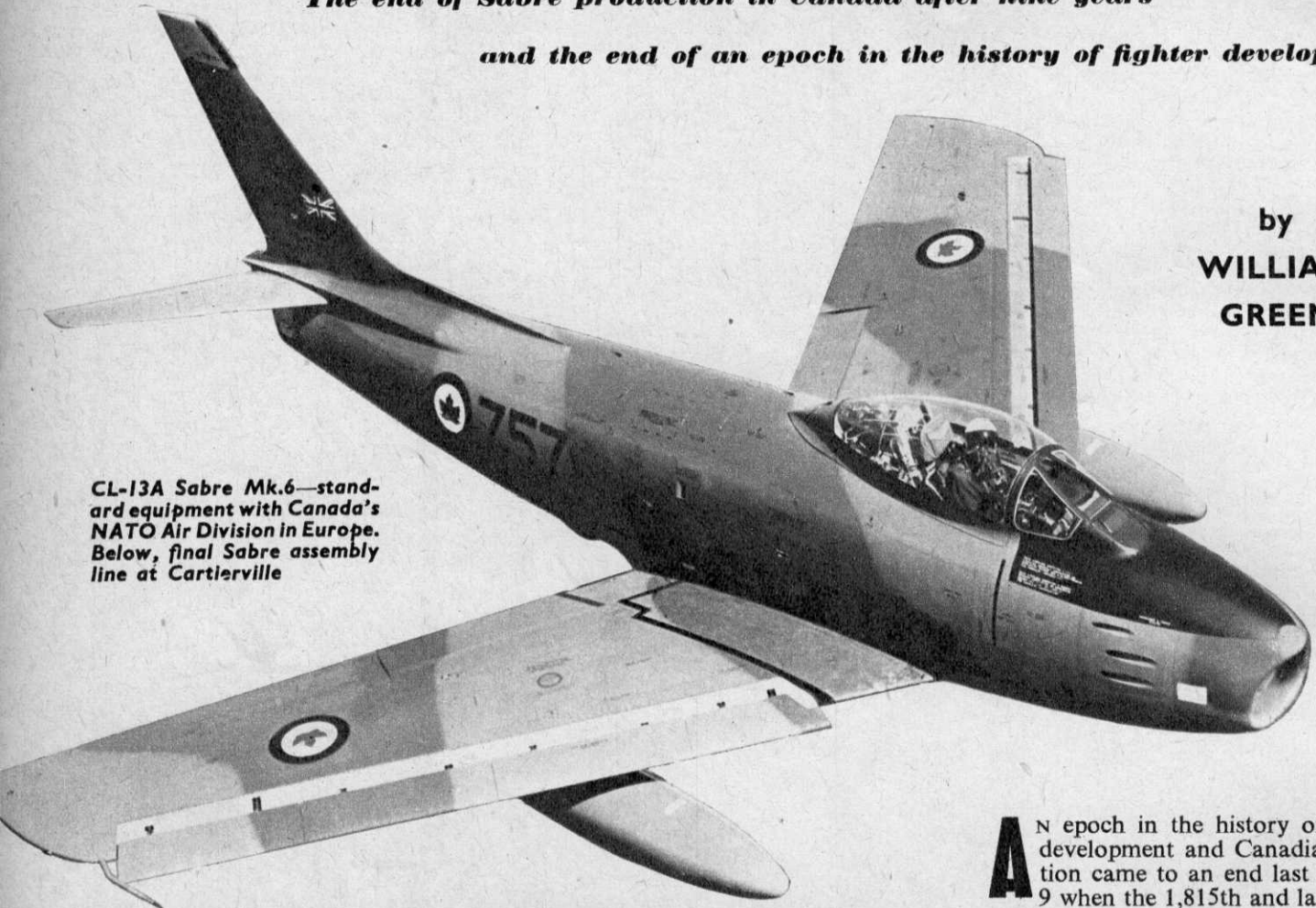
CANADAIR DELIVERS THE LAST

The end of Sabre production in Canada after nine years—

and the end of an epoch in the history of fighter development

by
**WILLIAM
GREEN**

CL-13A Sabre Mk.6—standard equipment with Canada's NATO Air Division in Europe. Below, final Sabre assembly line at Cartierville



AN epoch in the history of fighter development and Canadian aviation came to an end last October 9 when the 1,815th and last Canadair-built Sabre fighter rolled off the company's assembly line in Saint Laurent, Montreal. Destined for the air arm of the Federal German Republic, this aircraft was the *last* production example of the world's *first* swept-wing, transonic fighter; it brought to a close the nine-year programme of Sabre production in Canada which began in 1949 when war clouds once again darkened the horizon, and the western world began to re-arm; it terminated the production life of one of the truly immortal fighters of all time.

Of the 1,815 Sabres built at Cartierville, more than 1,500 are currently flying with the air forces of nine nations—Canada, Germany, South Africa and Colombia, which countries purchased them directly from Canadair, and the United States, Greece, Italy, Turkey and Yugoslavia, which obtained them by inter-governmental arrangements.

At the beginning of Canadair's Sabre programme, when a manufacturing licence was obtained from North American Aviation, almost ninety per cent of the 15,000 parts and components for each aircraft had to be obtained from the United States because the Canadian aircraft

