

Power Unlimited

Just prior to the recent SBAC Show at Farnborough, it was revealed that the Rolls-Royce Avon axial-flow turbo-jet is already giving 7,500 pounds of static thrust, according to the SBAC News Letter. The Avon is the power-plant being used in the prototype of Avro Canada's XC-100 all-weather fighter expected to fly soon.

Comments the Letter: "Astute observers who had seen the flying at Farnborough could hardly have been surprised to learn the power of the Avon. They had watched the twin-engined Avon-powered Canberra bomber throw dignity to the winds and fly with the verve, dash, and agility of a fighter, holding long sustained climbs and rounding them off with slow rolls that made the knowledgeable gasp with astonishment. Even the sleek Canberra could not have flown in this fashion had it been unable to command power far beyond that available from an engine with a rating no higher than that of engines whose performance had been made known earlier.

"Later in the program came the Avon-Meteor with its phenomenally fast climb of 40,000 feet in a fraction over four minutes. A year ago a (Meteorvic) Beryl-engined Meteor had climbed to 40,000 feet in seven-and-a-half minutes—an average of one mile a minute—and its performance had been hailed as little short of miraculous. Now, the time to the same height has been almost halved and the advantage of the jet bomber whittled down still more. Spectators at Farnborough saw this new instrument of interception travel skywards in an ascent as vertical as a rocket's until it

was nothing but 'a mere speck in a blue vault'.

"This same Meteor showed off another remarkable virtue of the Avon. Returning from one of his sweeping climbs, the pilot shut off both engines and trailed two greyish-green plumes of unburned kerosene as he dived toward the airfield. With the plumes still breaking from the jet nozzles he flattened out, then climbed again, rolling as he went. Just as it seemed that he must stall and fall towards the earth the plumes vanished abruptly and simultaneously and the Meteor continued its climb. The pilot had demonstrated, with an excusable touch of drama, how instantly the Avons relight in mid-air. The problem of relighting gas turbines in mid-air has not yet been wholly solved in some countries."

That Wind Tunnel

The supplementary estimates tabled last month contained an item of \$275,000 for a supersonic wind tunnel building and equipment for the NRC. The unit is to be located at the RCAF's Downsview Airport, near Toronto. The tunnel will be designed for experimental work on models only, and will not be able to accommodate full scale aircraft.

Briefly

•Commodore G. R. Miles has been named Naval Officer-in-Charge, Montreal. Commodore Miles was commanding officer of the "Magnificent" and senior Canadian naval officer afloat when the aircraft carrier pranged on a large boulder this summer. As a result of the mishap, Commodore Miles was relieved of his command.



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