

## Canada Can Build Jets Too

With successful completion of initial running tests of the Avro Chinook gas turbine engine, Canada stands ready to step into her destined role as a major air power in a modern world.

While "firing up" of the Chinook was a day of triumph for A. V. Roe Canada Limited, designers and builders of Canada's first jet engine, it is only the beginning as far as it concerns the part this country must play in the development and proving of the jet engine as an accepted and practical means of aircraft propulsion.

Preliminary reports on the first few hours running of the Chinook are that recorded figures are right on design. The engine, in its maiden runs, came up to all specifications set on the drawing board, which is a worthy accomplishment indeed for an initial attempt at design and building of any kind of an engine.

In giving credit to the design and engineering staffs responsible for production of the Chinook, may we say that we would have been surprised had the results been any less than they were found to be. The birth and unqualified success of the Chinook is in keeping with the

high standard expected of Canada's aviation industry, and in production of their first jet engine, the men of Avro Canada have not only brought credit to themselves, but they have boosted even higher the prestige of Canada as an air power and an aircraft producer.

That the more powerful successors to the Chinook, which are already in the making, will be of equal quality and enjoy similar success, we have no doubt. It is our conviction, too, that we will not be disappointed in the aircraft which they are to power, and which are already shaping up in another section of the plant.

That Canadians are the best fliers in the world is a claim justified not only by Canada's record in the air battles in which her airmen have been engaged, but by the stirring record of the bush pilots who have blazed the trail across her skies.

That Canada can build good aircraft, and lots of them, is beyond question as proven by her wartime production.

That Canada can design, build and fly aircraft equal to the best, and the newest in the world, is what we are proving now.

## A New Version of a Fine Ship

Announcement of a cargo carrying version of the Canadair Four, to be known as the C-4F2, is indeed an encouraging sign that Canada is ready, willing and able to meet any and all demands which may be made upon her to qualify as a strong contender in the world aviation market.

The Canadair Four, already proven as a first-line passenger airliner in world competition, is creating considerable interest wherever planes are flown, and we have no doubt the C-4F2 will also be received with more than casual interest.

There should be no question that an aircraft of this type will fit into the world economic picture, for the tempo of business has increased so considerably during the past few years that the lines of supply have been hard pressed to keep up. A fast, dependable and economical aircraft with the payload of the C-4F2, should go a long way to fill the need for an express-type freighter of the skies.

It is only by building the right type of aircraft at the right time that Canada is going to win a place in the world market, and we feel that Canadair is making a right move at this time.

## An Outstanding Record

The phenomenal growth of the Photographic Survey Company, Limited, Canadian member of the Hunting Aviation Group, is not only a credit to the Company itself, but a credit to Canada.

To grow from scratch to the fourth largest aircraft operating organization in the Dominion in the short space of two years is a record that will take some beating. In that time, too, Photographic Survey Company has not only

filled to perfection a spot in Canada's aviation picture, but has carried the name of the Dominion to foreign countries on extensive contracts.

If we can say to the world at large that the spirit of Photographic Survey Company is the spirit of aviation in Canada—and we are convinced that we can do so—then there is no need of fear and apprehension as to what the future holds for flying and fliers in this country.