



5

th Anniversary
DANCE

ENGINEERING
DIVISION
GAS TURBINE

MAY 30 1951 CLUB KINGSWAY

SOUVENIR PROGRAMME



ORIGINAL MEMBERS OF THE GAS
TURBINE DIVISION STILL EMPLOYED
AT AVRO CANADA

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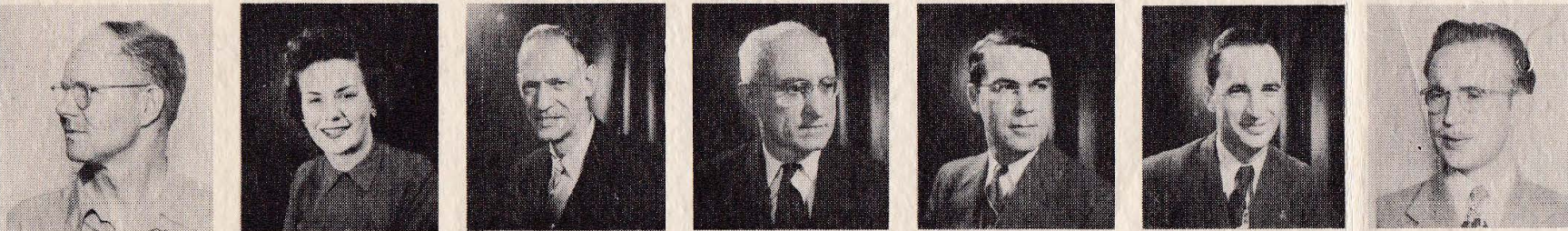
Don Gordon Stu Rahmer Don Emmons George Best Carson Crigger



Ed Finlay Paul Dilworth Ray Woodfield Percy Watt Fred Staines Don Smith



George Wilson George Markham Bill Gibbs Fred Tarnowetski Doug Knowles Bill Barnes Tom Sherman



Roy Wilson June French Bob Marks Bill Barlow Dave Parker Mike McCullough Paul Nielsen



Bert Veale Bill Willis Gerry Spring Jack Gould Lloyd Secord Tony Hryniewiecki Len McDonald Bert Marcouiller Ray Joyce Wally Whitelaw Bill Rigby Bill Portwood

five years of progress

BY P.B. DILWORTH
CHIEF ENGINEER, GAS TURBINE DIVISION

In the past five years we have passed a number of important milestones. The first of these was the running of the Chinook engine on March 17, 1948; the second was the first run of the Orenda just less than a year later on February 10, 1949. The third major accomplishment was the record-breaking run of Orenda number one of over 477 hours on one build and just short of 1,000 hours total running. The fourth milestone was the first flight of the Orenda in the Lancaster flying test bed in July of 1950. This was followed by the initial flight of the North-American F-86 equipped with an Orenda engine at Muroc Lake in California in October of last year.

Shortly, we hope to pass two more important milestones. The first is the initial flight of Canada's first truly all-Canadian aeroplane - the CF-100, equipped with two Orenda engines. The second is the completion to the first of the production Orenda engines and their introduction into service operation. This will mark the completion of our first major project.

SOUVENIR PROGRAMME

In kind
donation:

Roger Finlay,
1579 Agincourt Ave,
Sudbury,
Ontario
P3A 3T8



The Orenda was conceived during the early summer of 1946, under rather trying circumstances and with much apprehension. This is understandable when it is considered that at the time it was probably the most advanced and largest engine project of its type, and was being undertaken by an organization that was itself in early infancy. Notwithstanding these limitations nature took its course and on February 10, 1949, the engine was born amid much shouting and celebration. It was obviously a robust baby as it ran perfectly right from the outset and gave forth the most healthy of noises peculiar to its species. The baby's birth was followed by an equally auspicious childhood, exemplified by its long endurance run in the fall of 1949. As might be expected of any spirited child, however, it started getting into mischief in its early adolescence and in its later teens was known to consort with some very questionable companions thereby causing its parents much concern. Happily however, it is now reaching maturity and shows every sign of willingness to settle down to a normal adult life of useful service. It may occasionally stray from the straight and narrow path, but generally it can be counted on to fulfil its allotted role.

All of you who have worked on this project, and especially those of you who have been with it from the beginning, should get much satisfaction from the accomplishments of these past five years. Moreover, I think it right that we should take great pride in these achievements.

Too often I feel that we are so close to the day-to-day problems and frustrations that we fail to recognize the progress which has been made. This is especially true of the last six months or so when we have been committed to production while we still had a number of difficult problems to solve. Happily, we are "over the hump", and I am confident that the next two months or so will see these problems behind us. However, until we have successfully mastered them, we must never forget the importance of the Orenda to Canada's national defence program and what it means to our country in the fulfilment of her obligations as a member of the North Atlantic Pact. There can be, therefore, no slackening of our effort.

By this time, most of you will have realized that designing and developing aero gas turbines is not a leisurely or easy occupation. The sooner we all accept this fact and realize that the condition is normal for such an enterprise, however, the happier and the more successful we shall be. At the same time, let us not fail to realize that our work provides unlimited opportunity for accomplishment, and we must learn to take just pride and satisfaction in our achievements.

Let us, therefore, keep our shoulders to the wheel in completing the remaining tasks on the Orenda and in making our succeeding projects, which are already starting to take shape, the same outstanding success as have been both the Chinook and the Orenda.