

## Action Hobby

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**From:** James Floyd [jamesfloyd@sympatico.ca]  
**Sent:** Thursday, January 06, 2005 12:59 PM  
**To:** Action Hobby  
**Subject:** Re: Avro Museum

Hi Doug and Donette,

Happy New Year to you too—(two). You certainly are putting the ACTION into A H. Anyway ,it was good to hear from you as always and I hope that 2005 will be good to you both.

With regard to your question re. the Nene-Viking :

During the early Forties, the subject of the future of jets in civil aircraft was on everyone's mind in the aviation business, since many advantages could be seen in that new form of technology. In fact I had been given the job of looking at that very subject as Chief Project Engineer at the Yeadon design office of Avro UK.

We had installed two R.R.Nene jet engines in the outer nacelles of a Lancaster, with the two Merlins in the inner nacelles. That aircraft flew in October 1945 !!. In Sept 1946 that hibrid took three passengers on a short flight and Avro immediately announced that it was the world's first jet transport !! Incidentally, that Lancaster was later used as a test-bed for many other jet engines, including the DH Ghost engine which was used for the first Comets.

All of the aircraft manufacturers were doing the same thing and the Nene-Viking was just one of them. Vickers, like Avro, took the opportunity to announce that the Nene-Viking was the world's first jet transport after a flight with a number of Ministry of Supply bods and other dignitaries from London to Paris on July 25th 1948

However, like the Nene-Lancaster before it, the Nene-Viking was not a DEDICATED JET transport design with the required pressurisation to fly at the economic altitude required for reasonable economy and should be described as one of the many JET TESTBEDS that were flying around in the early post-war period. In fact the Nene-Viking was restricted to flying at around 10 000 ft. and had a range of less than 400miles and a cruising speed of around 390mph. Not exactly the performance that could be used efficiently by any airline!

The first dedicated design for a jet transport was, without doubt, the Comet and the second was the Avro Canada Jetliner. They were both designed to operate EFFICIENTLY in an airline environment. All the rest of the efforts on test-bedding jets into existing designs were not viable airline propositions

If you want more details on this subject I can send you as much as you like, since I WAS THERE !!

I have to quit now because my eyes are now giving me problems and I can't see what I am writing.

God bless and have a very good 2005 ----Jim.

----- Original Message -----

**From:** Action Hobby

**To:** Jim Floyd

**Sent:** Wednesday, January 05, 2005 3:00 PM

**Subject:** Avro Museum

Hi Jim - Happy New Year to you and yours.....

Just a note to inform you that we have been working diligently on our Museum Collection Records and our Avro Timeline. Although both are, and will continue to be, a work in progress, we hope to post them as such to a revamped Avro Museum website in the very near future. (we're still trying to figure out how to properly format the data for such purpose) We'll advise you when the material goes up to the website..

We've gone to tremendous lengths to code the Collection material, so as to be able to present it to the public as a catalog. (although Army continues to scan material, I believe it will be some time before we would attempt to post individual documents to the website)

On the other hand, the Timeline project has become a huge documentary undertaking - I do the research, Donette does the typing. I propose to edit the document from time to time, as the nature of the project naturally leads to much duplication arising from having secured information from a multitude of sources. I've started with reading & recording as source material, Canadian and International trade magazines dating back to 1945. I search for any reference to Avro/Orenda projects, employees, events etc. and extract the key detail for the Timeline. I then photocopy the material, sorting and filing it collectively for easier future access - IE: Avro Jetliner or Avro Canuck.

I've also recorded and/or simply copied and filed, what I thought were key events in the world, Canada, the military and the industry to reflect some sense of the environment of the time. IE: Candian Government, Canadian Military, etc. I also copy and similiarly file as reference, press releases on British Avro aircraft and world military and transport aircraft found in these same magazines for comparison purposes.

Our efforts are aimed at making sure future researchers or interested public have easy access, not only to Canada's Avro/Orenda story, but to the events surrounding and shaping the story.

Which leads to my question - I always seem to have to bother you with a question. I found a full page Rolls Royce Engine advertisement in a Canadian, Aircraft & Airport magazine of March 1949, that announces the Vickers "Nene/Viking" as "the first all-jet airliner in the world to fly" The photo of the aircraft in flight carries a G-AJPH registration number. Did de Havilland simply overlook this achievement when proclaiming their Comet as the first jet transport/passenger jet in the world to fly?

Jim, we're anxious that you see our efforts and hope to write to you again real soon to tell you we've posted the material to the website.

All the best to you and Irene.....

Doug & Donette