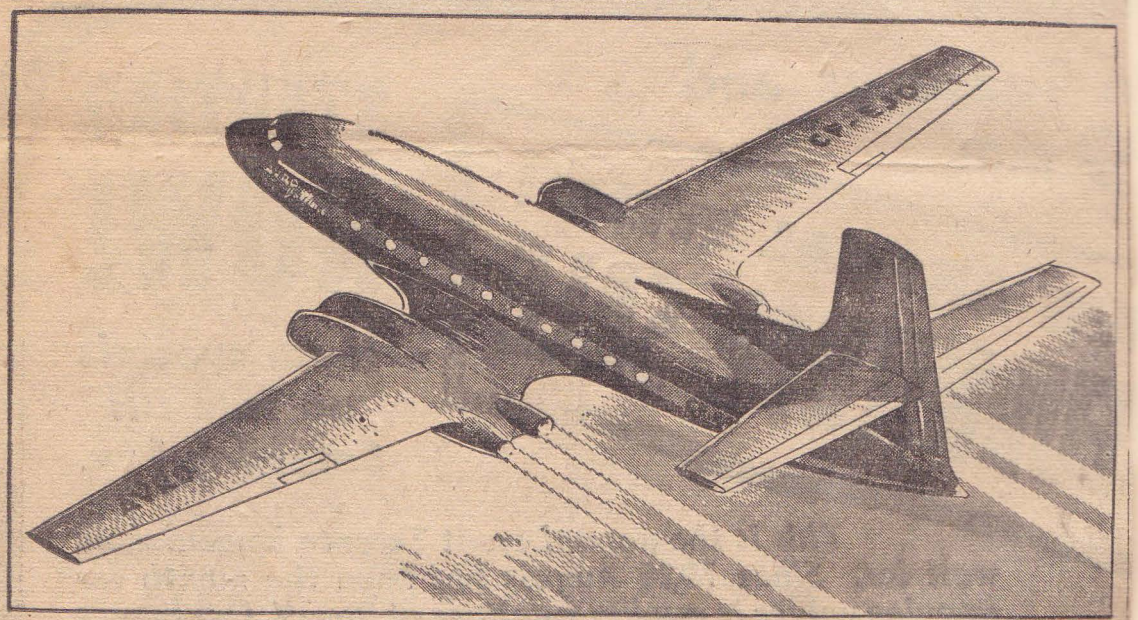
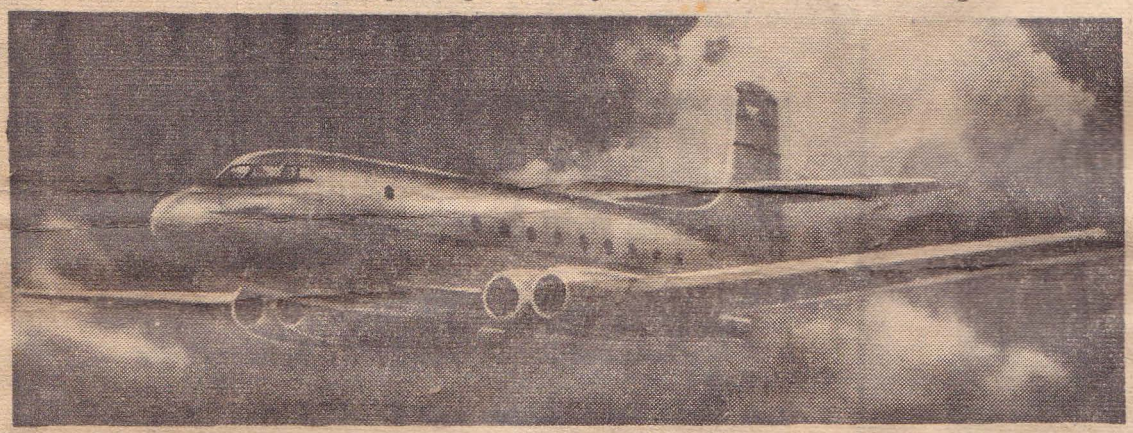


RACE TO FLY the world's first pure-jet civilian aircraft was lost by Canada when British deHavilland Comet took off into history. Canada's bid for aerial fame is the Avro Canada 40-passenger C-10 Jetliner, seen in staff drawing



CANADIAN CRAFT, shown here, is expected to fly soon. The four-engined British aircraft was lifted for a 500-yard test hop six feet above the ground during taxiing trials at Hatfield today. Pilot reported the first trials were "very promising"

BRITAIN WINS JET-LINER RACE BESTS CANADA BY FEW DAYS

By WILLIAM STEVENSON
Star Staff Correspondent

Ottawa, July 27—An attempt to inject a competitive spirit into the Canadian aviation industry was revealed today by news that a British pure-jet airliner flew for the first time this morning—winning by a few days an arduous race between British and Canadian aviation firms to have their latest brain-children first in the air.

But in spite of all the ballyhoo, today's test-flight of the De Havilland comet at Hatfield, Eng., was not the first to be made by a jet-airliner.

That epoch-making flight took place a year ago in Britain, with a Vickers Nene-Viking. But since this twin-jet airliner was originally designed to be powered by conventional aero-engines, its existence was played down.

Why? Because not only the Canadian government but Britain's ministry of supply wish to spur the aviation industry in this country to new heights.

At national research council headquarters here it is an open secret that Britain is giving every possible moral encouragement to Canadian aviation enterprises. One way of doing this is to engineer a sense of rivalry—friendly but no less keen because of that—between the two countries.

Developed Into Race

An exceptional opportunity occurred when it became clear a race was developing between two firms to put jet airliners, designed as such, in the air.

One of these firms was A.V. Roe (Canada), whose jetliner was the product of Canadian hands and brains. The other was De Havilland in England, a company with a long and distinguished record in both research and production fields. For the Canadian team to launch their project first would have been small beer in the technical world—but it would have impressed the public considerably.

This was the view taken here and in London. Now, the plan has backfired. Avro's jetliners was being tipped to take the air long ago, and it seemed reasonably certain it would be flying well ahead of the De Havilland project.

Today, a public fed on stories that Canada was about to win laurels as the first nation to launch a pure-jet airliner is likely to demand, "why the delay in this history-making event?"

The answer undoubtedly is that A. V. Roe (Canada) has run into more development headaches than were anticipated, but this does not detract from the achievement of a Canadian team which was little independent experience on which to fall back.

Hail Auro Achievement

For technicians, it is the avro jetliner which remains the greater achievement. If it flies as well as experts believe it will, the four-jet 50-passenger plane will be the work of a young body of Canadians who are destined to place the dominion right at the head of world-aviation. This is not just a personal opinion. It is the view of National Research council experts, and of the British scientists working with them.

Some idea of the value of the competitive spirit now developing may be seen from the fact that the De Havilland Comet is actually filling one conspicuous need in commercial aviation, while the Avro Jetliner meets another.

The Comet is destined for trans-ocean flights. The Jetliner will take its place in domestic, trans-continental routes. If, as experts cautiously predict, both are in commercial operation by 1951, Britain and Canada between them will have accelerated a world-shrinking process in spectacular fashion.

New problems are raised by this probability; questions of new airfield procedure, maintenance and passenger psychology. But to the plain man in the street, it means a new transport era, in which some of the minor irritants have been eliminated.

Quieter, Faster, Safer

Flight in the Jetliners and Comets will be quieter, faster and safer. Noise within the cabin of a pet plane is almost non-existent. After he had flown in the British jet airliner Nene-Viking, G. McGregor, Trans-Canada Air Lines president, told me: "I found I could talk to my companions in quiet undertones. We balanced pencils and coins on end on tables as we flew at 400 miles an hour, four miles up. This was a new, impressive form of flight—noiseless and without vibration."

Trans-Canada has considered purchasing Nene-Viking for inter-city routes, but decisions have been delayed to allow the Jetliner to show its paces. Adoption of the Canadian plane would have a valuable boosting effect on a young industry.

For the record, the newly launched comet is powered by de Havilland Ghost turbojets which should give it a crusing speed of 500 miles an hour. It will carry 36 passengers and crew of four on British overseas airways and British South American Airways on transatlantic flights, for which 14 comets are already destined.

Comets will fly at 40,000 feet, topping bad weather and also gaining fullest fuel economy, since that is the height at which current tur-

FISH LINE WEAK, NABS 46-POUNDER BY HAND

Deschenes, Que., July 27—(CP)—Lorenzo Dubois, Deschenes garageman, went fishing yesterday for bass. He returned home with a 46-pound sturgeon in tow.

Dubois, accompanied by James Crate, said he saw the five-foot sturgeon loafing in two feet of water about 100 feet offshore in the Ottawa river.

The big fish grabbed Mr. Dubois' hook, baited with worms, then nonchalantly headed away. The alert fisherman, wading in the shallow water, grabbed the retreating tail and dragged his catch to shore where he clubbed it with a rock.

"I wasn't letting it get away," he explained. "I was afraid the line wouldn't hold as it was only 18-pound test."