RL 901-MISC

This 'Chinook' Was Their First Jet

When Stu Rahmer was handed a piece of brass in March, 1946, and asked to fashion a jet engine blade from it, there never before had been one made in Canada.

Stu, with Turbo Research Limited at the time, had just returned to the Leaside plant from Winnipeg, where he had been machine shop foreman at that crown company's cold weather test station at Stevenson's Field during the winter.

There was no machine shop equipment to speak of to help him in his task; it was strictly a hand-cutting job, mostly using an air grinder with a rotary file attachment. Templates were made of cardboard.

Undaunted, he set to work, guided by a blueprint. One month later he finished the job—but it never passed inspection. The twist of the airfoil section went the wrong way. If it and others to be made from it were going to be used, the engine would have to rotate in the opposite direction for which it had been designed.

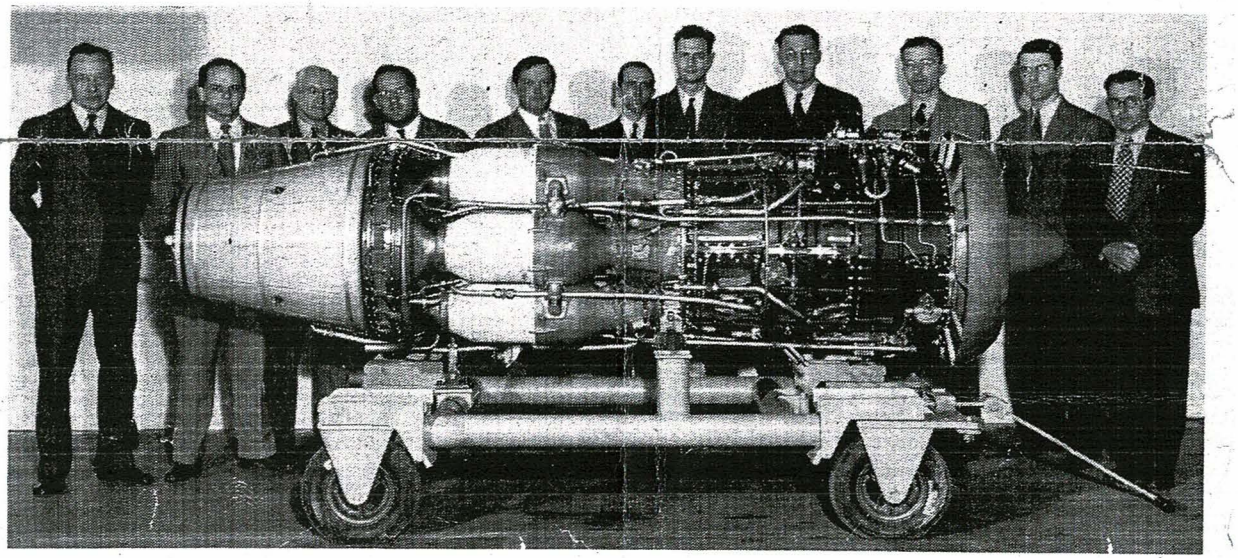
This story indicates the degree of unfamiliarity that existed about jet engines and their manufacture at that time . . . the sort of things that were discovered by trial and error.

In May, two months later—exactly 10 years ago—a group of 85 Turbo Research people joined A. V. Roe Canada, who had taken over the new jet engine business.

These 85 formed the core of an industry that has come a long way from those small beginnings . . . over 3,000 engines flying all across Canada and Europe and soon to be flying in South Africa and South America . . . 2,000 people engaged in research, design and development . . . 3,500 in manufacturing, repair and overhaul, inspection, service and related activities . . . a vast network of skilled supporting industry . . . thousands of new jobs for Canadians . . . a tremendous growth in Canadian industrial capacity . . . all from one simple decision to design, develop and manufacture jet engines in Canada.

Appearing below are the names of the 85 who have stayed with the business, thereby demonstrating their faith in the future of a new industry, and who have since been joined by 5,400 others at Orenda Engines.

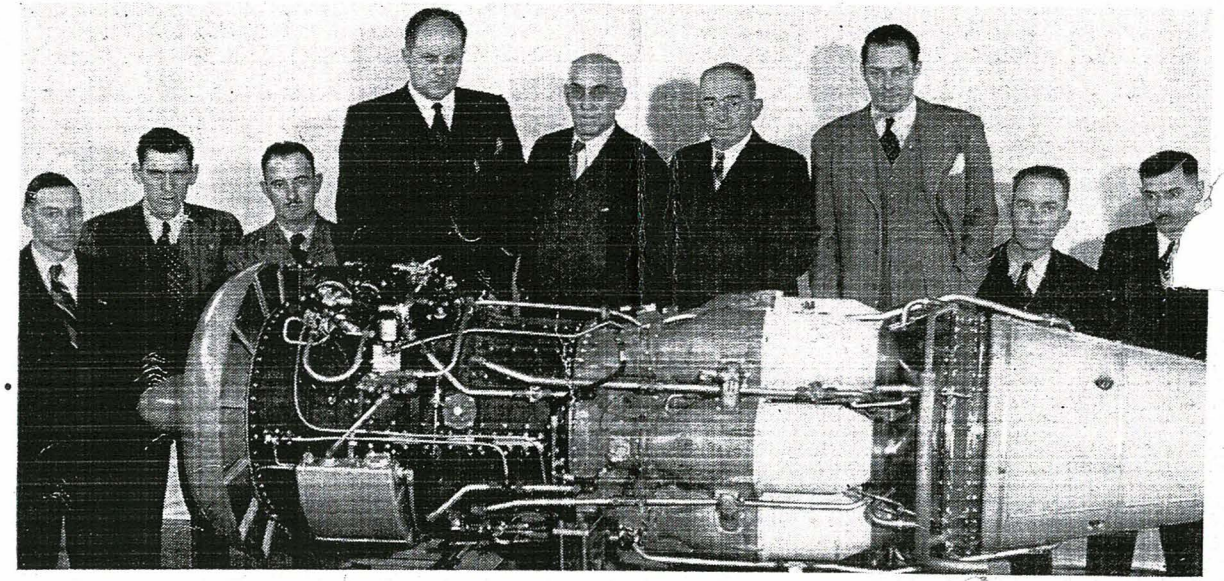
Stu Rahmer today is Chief, Experimental Material Control.



CHINOOK ENGINE, forerunner of the Orenda and first Canadian jet engine, marked milestone in jet engine industry development. Here (left to right) are some of the men who were associated with that project: Ray Woodfield, John Brisley, Bill Barlow, Doug Knowles, Win Boyd, Paul Dilworth, Mel Phipps, Fred Staines, Dick Sheppard, Dave Parker, Harry Keast. All but Harry Keast and Dick Sheppard were with Turbo Research.

These Have Stayed

Arthur Allen
William C. Barlow
George C. Best
John Brisley
Carson S. Crigger
Stanley H. Deeks
Donald E. Emmons
Edward C. Finlay
Donald W. Gordon
Anthony P. Henry
Raymond M. Joyce
Jean-Paul Laviolette
J. A. (Bert) Marcouiller
Walter R. Marks
Armour L. McCullough
W. Leonard McDonald
Paul B. Nielsen
Robert Nicol
David T. Parker
Melville A. Phipps
Joseph T. Purvis
Stewart G. Rahmer
William Rigby
Thomas E. Sherman
Gerald W. Spring
Fred M. Staines
Arthur L. Sutton
Fred T. Tarnowetski
Albert H. Veale
Percy Watt
Walter B. Whitelaw
Frederic D. M. Williams
George R. Wilson
Raymond W. Wilson
P. Raymond Woodfield



BERT MARCOUILLER and Percy Watt, fourth and fifth from left, are only ones in above group who were among Turbo Research people who transferred to A. V. Roe Canada and are with Orenda today.

JUNE 1/56
THE ORENDA NEWS

FROM STEW RAHMER SEPT 23/02