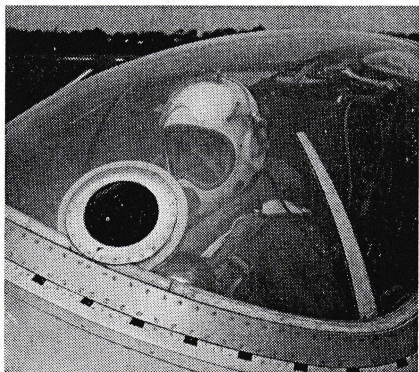
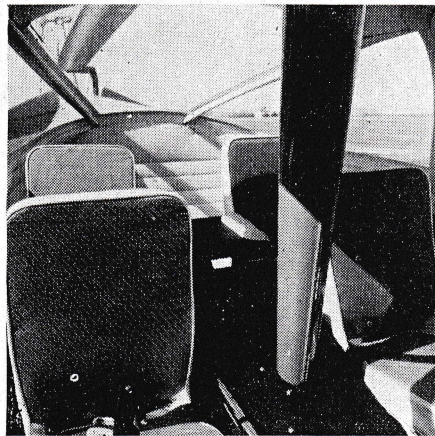


AUTO-style room with a view interior of the new Cessna CH-1A helicopter soon to go into commercial production with initial deliveries scheduled for early 1958. It seats three plus pilot.



TIGER moth days of open cockpit and fresh air are a long way back for W/C R. P. Beamont shown wearing the new high altitude flying clothing after a routine test flight in an English Electric Canberra Mark 9.

### Award to Viscounts

The Vickers Viscount turbo-prop airliner has been presented with a Daniels & Fisher Creativity Award for 1956. Established this year by the Denver trading firm of Daniels & Fisher, the awards are intended to give recognition to outstanding creative achievement in the fields of art, science and industry.

### Reverse Thrust

Goodyear Aircraft Corp. reports development of two jet thrust reverser units, which it says, can reduce the length of landing runs of turbojet aircraft by more than 50% without adversely affecting normal engine operation in emergency situations when full power is required. Units will be tested on production jet aircraft.

### Development Costs

The cost of developing a new turbojet, according to the AIA publication "Planes," is at least \$50 millions, not counting the expense of tooling for production "and then a very promising gas turbine engine must sometimes be completely abandoned in favor of a more advanced design."

### Controlled Fusion

Controlled fusion of hydrogen isotopes producing intense neutron fluxes would utilize the direct energy of the fusion reaction for propulsion, much after the fashion of today's rocket engines says the AEC's latest report. This, the report says, would be far better than the fission powered aircraft reactor as it is now conceived which has two serious drawbacks; tremendous shielding weight and relying on the ejection of superheated air on propulsion which introduces an altitude limitation on the availability of air mass. Basic obstacle to the development of a thermonuclear engine is still the heat of fusion which would vaporize any known material today.

### Harvards Out

The T-6 Harvard, developed originally by North American Aviation, has passed into history (for the United States Air Force at least). The last of the USAF yellow jackets was phased out of service recently in Bartow, Florida, as the contract primary school completed the change-over to North American T-28s.

## Criterion of efficiency

Every major development in the field of scientific filtration in aeronautics has found Vokes filters in close association with the pioneers. This has been the case ever since a Vokes filter was chosen in 1934 as the first air filter ever to be fitted to a Service aircraft.

Today most aircraft, and engine test beds, have Vokes filters specified—for fuel, air or lubricating oil; in this way the name of Vokes has become recognised as the standard of filtration efficiency in the aeronautical world.

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