

Electric J-47 turbo-jets. The new engines produce 5,200 pounds of static thrust as compared with the 4,000 pounds turned out by the old J-35 engines.

•The test cell mounting and dismounting of a 3,500 hp R-4360 Wasp Major, which once required eight hours, has now been cut down to an hour and a quarter, according to Pratt & Whitney.

•The Chase Aircraft Avitrac was given its first public demonstration on October 14. Military designation is the XC-123.

•Fairchild is working on the prototype of the C-120 Pack Plane. Detachable "pods" or "packs" which would fit the C-120 or a new model of Biaseck helicopter now under construction have been proposed.

•It is expected that the strike at Canadair thought imminent recently will be avoided.

•Chrislea Aircraft is about to begin testing the Super-Ace, Series 4, a development of the Series 2 all-metal, four-seat, high-wing monoplane. The most

obvious difference in the two airplanes is in the landing gear. The Series 4 has the conventional tail wheel system, where the Series 2 was equipped with tricycle nose wheel gear. This change-over is because the British armed services prefer the conventional tail wheel gear.

•Report No. ME 1949(2), the Quarterly Bulletin of the Aeronautical Laboratories of the NRC for the second quarter of 1949 was recently released. The feature article is "Aircraft Static Test Equipment", by W. J. Cox.

•The first Rolls-Royce Merlin 102 to be built in Australia has been fitted into an Australian built Lincoln constructed by the Commonwealth Aircraft Corporation. About a third of the 73 Lincolns being built will have the Australian made Merlins. The remainder will have British made Merlin 85 engines.

•Texas Engineering & Manufacturing Company recently said that on a basis of dollar volume, Canada has been its second largest customer in the purchase of \$125,000 worth of military spares in the first six months of 1949.



Names In The News



J. H. Berry, CMG, OBE, has been appointed to the newly-created position of Director of Manufacturing at A. V. Roe Canada Limited. Mr. Berry will

be responsible for the co-ordination and direction of all of Avro's gas turbine and aircraft manufacturing activities.

He was formerly with General Motors for a period of sixteen years in the U.K. the U.S., and Japan, in connection with the manufacturing operations of that company's various plants.

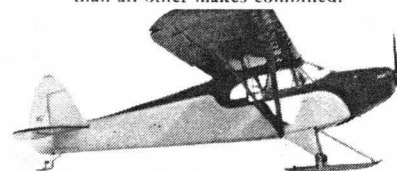
In 1940 Builder Berry joined the Canadian Government and was appointed Director General of Automotive and Tank Production and Motor Vehicle Controller. Subsequently he was appointed vice-chairman of the Production Board, and was a member of the joint U.S.-Canada Production Board.

Following the war he became president of War Assets Corporation and at a later date was also appointed Director General of the Import Control Branch, Department of Trade and Commerce, to administer the industrial phase of Canada's U.S. dollar conservation program.

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