

# CONGRATULATIONS FROM THE MINISTER OF NATIONAL DEFENCE TO ALL MEMBERS OF AVRO CANADA

I want to tell you how impressed and delighted I was with the recent demonstration of the CF-100 and Jetliner at the R.C.A.F. Station at Rockcliffe. A large and representative group of people came to the display with a keen sense of expectancy.

The performance of both aircraft, however, far exceeded our best expectations.

In Holland a couple of weeks ago H.R.H. Prince Bernhard, who had witnessed the demonstration, spoke to me again of what he had seen with the greatest possible enthusiasm. Moreover, he referred to the demonstration in the presence of a number of Chiefs of Staff from the most important countries.

I should like to express to each one of you not only my own thanks, but the thanks of all members of the government for the efforts you have put forth and for the results you have achieved.

Your efforts are evident in the results which indicate that we have here two major developments in these two particular types of aircraft. They reflect the greatest credit not only to every member of your firm, but on the teamwork which you have achieved with the Royal Canadian Air Force.

Please accept my heartiest

congratulations and best wishes for your continued success in this important work.

Brooke Claxton

AVRO CANADA MANAGEMENT-EMPLOYEE RELATIONS HAVE ALWAYS BEEN GOOD. HERE MANAGEMENT TALKS IT OVER WITH REPRESENTATIVES OF ONE OF OUR UNIONS, THE INTERNATIONAL ASSOCIATION OF MACHINISTS, AERONAUTICAL LODGE 717. LEFT TO RIGHT: SITTING, WALTER N. DEISHER, VICE PRESIDENT AND GENERAL MANAGER; J. N. BERRY, DIRECTOR OF PRODUCTION; TOMMY SILLS, LODGE PRESIDENT; JACK MARETT, VICE PRESIDENT; E. MORAN, CHIEF STEWARD; JIMMY STORR, RECORDING SECRETARY AND PLANT CHAIRMAN; AND BILL GOW, CHIEF STEWARD. STANDING ARE ANDY CAGGIE, PRODUCTION MANAGER, MANUFACTURING DIVISION, AIRFRAME; RICHARD FAIRTHORNE, INDUSTRIAL RELATIONS MANAGER; AND BILL BOOTHROYD, SPECIAL REPRESENTATIVE OF THE ASSOCIATION



THE AVRO CANADA DELEGATION TO H.M.C.S. SHEARWATER AT DARTMOUTH, N.S., SEEN WITH ONE OF THE SEA FURIES THEY SERVICE IN THE BACKGROUND. CAN YOU NAME THEM?



AVRO CANADA HAS REPRESENTATIVES THROUGHOUT THE WORLD TO LOOK AFTER OUR INTERESTS. FRED SMYE, ASSISTANT GENERAL MANAGER, WALTER N. DEISHER VICE PRESIDENT AND GENERAL MANAGER, AND J. STOREY (RIGHT) OUR AGENT IN AUSTRALIA, ON HIS RECENT VISIT TO THE PLANT, ARE OBVIOUSLY ADMIRING THE PERFORMANCE OF ONE OF OUR AIRCRAFT



# AVRO News

MAY 1950





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ALL MATERIAL IN THIS MAGAZINE MAY BE  
REPRODUCED, ACKNOWLEDGMENT OF THE  
SOURCE WOULD BE APPRECIATED.

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## AVRO VIEWS

We've changed the form of our magazine slightly this month by interspersing departmental news with our articles. This will make the make-up job much easier.

Winner of the prize for what we consider the best contribution this month is Rid Dowding, of Gas Turbine. Our sincere thanks to our erstwhile critic Sue Ferguson, who is now working very hard to get such new contributors.

"Canadian Machinery" of March carried an excellent article on the manufacture of the Orenda which was based on Jack Nesbitt's article in the December "Avro News". The Aluminum Company's "Ingot" intends to use these articles in a version of its own and so appreciated are our cartoons that "Canadian Aviation" and "Aircraft and Airport" have borrowed two of them which they intend to reproduce.

## COVER

The Avro Jetliner is seen over the New York sky line on the first appearance in the United States of a jet transport April 18-22.

## JETFLIGHT



## CONTRIBUTION TO INTERNATIONAL UNDERSTANDING

The British High Commissioner to Canada in a recent speech said that the speed records being set up by Avro Canada aircraft are good examples of scientific progress. Granted we have far to go to reach international understanding, there is no doubt that by making it easier and quicker for the different peoples of the world to get together, we makers of high-speed jet aircraft are making our own contribution to peace.

A striking example of the shrinking of the international community by jet-flight came last month when an Indian pipe of friendship which had been smoked in Toronto was carried to New York by Jetliner to be smoked there an hour later. The introduction of Jetliners on the air routes of the world means that distance will be cut in half.

Our aircraft get a unique opportunity this month to demonstrate the technical advantages of jetflight to the International Civil Aviation Organization and the Aviation Writers' Association at Montreal. ICAO has probably done more in its particular technical field than any of the postwar international agencies. By increasing technical agreement, ICAO has helped understanding in other spheres. AWA has done much to increase the knowledge of the peace-making role of aviation.

We are soon sending the Jetliner and the CF-100 fighter across the Atlantic for an extensive international tour. New performance records will be set up which some day will be commonplace on the air lanes. By making the world smaller, we are enlarging the mind of man. You do not go to war with your next-door neighbour.



INTERNATIONAL SEND-OFF AT MALTON

Hard-boiled Gotham gave the Avro Canada Jetliner and her attendants the most enthusiastic welcome of its kind for years on our aircraft's recent visit there April 18-22. We proved to many sceptics that the Jetliner is several years ahead of any air transport in the United States and as a result we are much closer to various sales contracts.

The Jetliner's departure at Malton and arrival at Idlewild Airports were carried out with befitting pomp and hullabaloo. Mayor Hiram McCallum of Toronto, in an Indian head-dress, smoked a pipe of friendship which was carried by Jetliner to be smoked by Deputy Commerce Commissioner James O'Brien, representing the Mayor of New York. He also signed and sent an illuminated invitation scroll to the International Trade Fair in Toronto May 29 to June 9. Canadian Consul General Kenneth Greene and United States Consul General Earle Russell headed consular corps from Toronto and New York respectively who are passing on the invitation to their countries. Girls in the national costumes

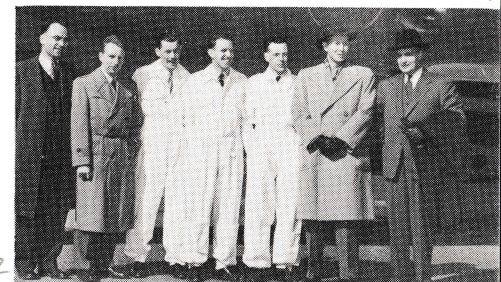
## NEW YORK WELCOMES JETLINER



TORONTO'S POSTMASTER OVERSEES THE STAMPING OF FIRST-FLIGHT CACHETS ON OUR JET MAIL



MAYOR McCALLUM OF TORONTO TAKES FIRST PUFF FROM PIPE OF FRIENDSHIP. ON THE RIGHT IS THE JETLINER'S FIRST PASSENGER, T. C. A. PRESIDENT MCGREGOR



PASSENGERS AND CREW FOR THE HISTORIC FLIGHT

AC 1999.1.02





LEFT: LOADING THE JETMAIL. RIGHT: THE NEXT PUFF IN NEW YORK — BY DEPUTY COMMISSIONER O'BRIEN

of some of the 35 countries participating in the Fair were at hand at both airports.

The first official mail ever carried on a jet transport was carried on this historic flight. In addition to these 15,000 first flight covers specially prized by philatelists, we "jetmailed" some souvenir postcards to our friends commemorating this important date in mail history. Many of these last were mailed from the Toronto By Line Ball just before the flight.

The Jetliner carried its first passenger on this flight, Gordon R. McGregor, O.B.E., D.F.C., president of Trans-Canada Air Lines, who commented favorably on the aircraft, as well as our assistant general manager, Fred Smye; and the project designer on the

NEWSREELS AND TELEVISION WERE THERE TOO



Jetliner, Jim Floyd. Crew members were Don Rogers, pilot; Michael Cooper-Slipper, D.F.C., his assistant; Bill Baker and Mario Pesando, flight engineers.

The Jetliner flew the 360 mile route in less than an hour, about half the time taken by present-day airliners. As a result much publicity resulted and the Jetliner's feat was the talk of the town. Typical of the world-wide press reaction was a front-page story and photograph in "The New York Times," in itself something of a feat. The Jetliner's name appeared in lights on Broadway (on the "Times" news screen) - another generally accepted proof of success. Radio and television gave the event much attention. All the newsreels covered the achievement and added their millions of Jetliner fans to the millions reached by other media. There were numerous other signs of interest, of course, such as the window display on the Jetliner given by Dunhill's on fashionable Fifth Avenue.

A police escort with sirens



LEFT: WELCOMING COMMITTEE. RIGHT: OUR JET CREW GET THEIR PICTURES TAKEN

blaring whisked the Avro Canada delegation and others through the traffic to a welcoming Canadian Government luncheon in the fabulous Waldorf Hotel. Consul General Greene graphically pointed up the advance of aviation, in which Canada has played so large a part, by noting that less than a century ago - in 1855 - a man named George Baker in Hamilton travelled to New York by horse and buggy - and it had taken him 14 days to get there. He said that every dollar Canada realizes by the sale of these planes to the United States would be used to increase our own purchases of U.S. goods. Business is a two-way proposition and just as Jetliners will be making two-way flights between Canadian and U.S. cities, goods must flow freely in both directions between our two countries. Walter N. Deisher, our general manager, went into detail about the superiority not only of the Jetliner but our other products as well and Mr. O'Brien spoke about the friendship between Canada and the United States, noting that he had



not smoked a pipe of peace but one of friendship.

The Jetliner was put through her paces on separate occasions before the press, representatives of various airlines and delegates to the annual aeronautical meeting of the Society of Automotive Engineers, and was the cause of universal admiration.

All in all the international debut of the Jetliner at New York was a very fine prelude to its forthcoming appearance before delegates from abroad to the International Civil Aviation Organization and Aviation Writers Association at Montreal the first of June; in England at the Society of British Aircraft Constructors Show in September; and in various other places throughout the world.

THE NOT SO GENTLE PRESS







## AWA AND ICAO

THE NEW INTERNATIONAL  
AVIATION BUILDING IN MONTREAL.  
HOME OF ICAO AND IATA

In an aviation world of increasing complexity AWA and ICAO point the way to greater simplification. It is significant that their longer names (Aviation Writers' Association and International Civil Aviation Organization) have been affectionately shortened.

The first of June, AWA and ICAO have chosen to hold their annual meeting in Montreal. It is the first time AWA, whose membership of more than 400 influential journalists and broadcasters, mostly from the United States, has had its annual meeting outside our southern neighbour. Their chief reason for coming to Canada is to see the Jetliner and the Avro CF-100 fighter, both of which are away ahead of anything in their country. AWA chose to come the first of June to see ICAO, the parliament of the air world, in action. Hundreds of delegates from member states now totalling more than 50 will be in attendance. The International Aviation Building, permanent home of ICAO and IATA, is to be officially opened at this time. IATA or the International Air Transport

Association, is the world's rate-making co-operative of more than 70 international airlines.

It is perhaps natural that the members of AWA who reach an audience of millions around the world, should be interested in inspecting Canadian aviation at first hand. Realizing its vulnerable as well as strategic geographical position in the air world, Canada took a leading part in the formation of ICAO as the postwar agency empowered to supervise international flying. At the body's permanent home in Montreal, Canada has done much to assure its success in solving many of the problems in its field. During the war, in spite of its relatively small population, Canada became the fourth air power in the world. Canada became the "airdrome of democracy" during the war, developed already modern facilities and trained thousands of airmen who played an important part in winning the war. Today our air services are the most modern in the world; and the most up-to-date air transport in the world, the Jetliner, chief prod-

uct of a growing aircraft and aero engine industry, is about to set new records of speed, comfort, safety and economy on inter-city routes around the world.

In a sense the aims of ICAO and Avro Canada are the same for we both are seeking cheap, safe and regular travel through skies as free as the seas. AWA's function is to carry over to the man in the street a non-

technical yet authoritative explanation of developments towards this common aim. It is a professional association which has done much to raise the standards of aviation writing. Every land mass important to the development of civil aviation is taking part in ICAO, with the exception of the Soviet Union, so we are demonstrating our aircraft before a very select group.

## JETLINER PASSENGERS PLEASE NOTE!

The set of rules below has been circulated among members of the airline industry in the United States in varying versions and with various titles. Prospective Jetliner passengers might be interested.

1. Keep your feet off the seats.
2. Don't get annoyed with the crew. Remember your pilot is still learning to fly.
3. Don't forget to leave a large tip for each crew member.
4. If a fellow passenger gets anxious, knock him on the head with an empty grog jug.
5. Don't ask embarrassing questions such as: "Who made that damned landing?" "Where are we?" "What time will we land?"
6. Be thankful if you arrive anywhere.
7. Don't bother the stewardess. She is along for the ride also. Besides, who is to entertain the crew?
8. Always let the crew leave

first - the airplane might catch fire.

9. Don't be so inconsiderate as to ask for magazines, newspapers or playing cards until the crew is finished with them.
10. By all means don't be so stupid as to become airsick. At least wait until you are off the airplane.

A FELLER REALLY OUGHTER LOOK  
HIS BEST T'HAVE HIS PITCHER TOOK.  
BUT WE DON'T DO JUSTICE - YOU'LL AGREE,  
WITH THIS THREESOME'S FIZZIOGNOMY:  
'CAUSE IT'S LOTS MORE FUN JEST TO TEASE 'EM  
AND TRY TO DRAW 'EM AS WE SEES 'EM.







## THEN AND NOW

MR. DEISHER TALKS TO THE DESIGN OFFICE. OTHER SPEAKERS INCLUDED BILL WATERTON, TEST PILOT FOR CF-100 FIGHTER, E. H. ATKIN, CHIEF ENGINEER WHO ACTED AS CHAIRMAN, MISS ELSIE BOSTON AND MR. JACK SHERIDAN

(Extracts from speeches given three years ago and last month at the annual Design Office Dinner by Mr. Deisher.)

**T**HEN - Until the Avro Design Office came into being, Canada did not have what could be called a true aircraft industry or organization. The plants which have existed heretofore have been virtually mere shells, the engineering functions of which extended only to the reproduction of designs which originated in other countries. There are, of course, certain exceptions, such as light aircraft and the Noordyn Norseman, but when I refer to a true aircraft industry, I mean one which is competent to create from scratch, designing, developing and producing a modern commercial or military airplane.

The purpose behind the formation of the Avro Design Office - and, in fact, behind the formation of A.V. Roe Canada Limited - was to establish in this country a true aircraft organization, competent to design and develop its own distinctive

Canadian types for the use of the R.C.A.F. and our commercial services. We feel that we are now established as Canada's aircraft design and development organization, and we hope that we will be able to maintain this position. It is our earnest wish that the words "Canada" and "aircraft" will become synonymous with "A.V. Roe Canada Limited".

We will be the leaders - and, in fact, we will only continue to exist, - if we perform, and if we can successfully compete with the aircraft designers of Britain and the United States. We must turn out good aircraft, which will withstand international criticism and judgment, and which will be able to establish for themselves a place in the international field of aviation. We must not consider that we are only designing and building airplanes for use in our own country, as I can assure you that this is not the case, and could never be justified on economic grounds.

Personally, I am not concerned over our ability to ac-

complish the task which is set before us. I have no inferiority complex insofar as our competence, and Canada's ability to compete with any other nation is concerned. I am afraid that, in some fields, and particularly in the sphere of aircraft, too many of us are afflicted with diffidence, and the feeling that it is unreasonable for Canada to compete. Personally, I entirely fail to understand this reasoning, and the only justification for it that I can see is that we have never before made the attempt.

It has always been a matter of regret to me to learn of the young Canadian engineers, interested in aeronautical engineering, being forced to seek opportunities outside of their native land. Many of our young men have pursued this course, and the great majority have been highly successful. As it is now the aim of the Canadian aircraft industry to undertake original design work, they need not go abroad; we will need these young men here. We will need their freshness of outlook, their enthusiasm and their originality. In short, our future aircraft must be designed by our own engineers, made by our own artisans of production, and they must be good aircraft. It is upon these young men that the aircraft industry must depend to meet the challenge of the years.

There are sceptics who may say "What about cost? Is it economical for Canada to design and produce her own air-

planes?" My answer to this question is "Yes, it is economical and essential." If our airplanes were going to be produced solely for the purpose of meeting our domestic requirements, it might well be a costly undertaking, but, when we say that the quantities produced in Canada will be somewhat comparable with those produced in

ADDING ENJOYMENT (AND SOME EMBARRASMENT) TO THE DINNER WAS A VERY PRETTY ACCORDIONIST WHO PLAYED LOVE SONGS TO THOSE WHO LEFT THEIR WIVES AT HOME



HERE SHE PLAYS FOR OUR TEST PILOTS MICHAEL COOPER-SLIPPER AND DON ROGERS (WHAT'S THAT LITTLE BOTTLE DOING IN FRONT OF YOU, DON?)



ANDY CAGGIE LEADS A QUARTET OF RON ADEY STAN HOLLINGSHEAD AND THE ACCORDIONIST



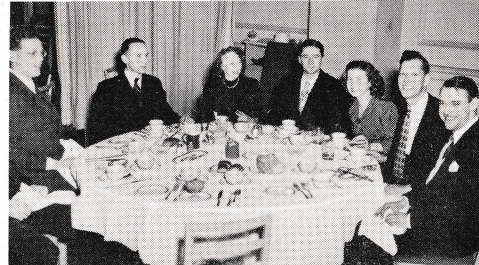


other countries, we take for granted that Canadian manufacturers will enjoy at least a portion of the export market. Another point. The extremes of weather peculiar to Canada and the expanse and ruggedness of our terrain can be turned to good advantage. Any aircraft, successfully designed to operate efficiently in our sub-zero winter temperatures and in the sometimes sub-tropic heat of the summer, will be able to fly successfully over any continent or ocean of the globe.

In addition, we must think of the more important national consideration. I refer to military aviation. For the first time, our air force, working in collaboration with our engineers, will have at its disposal - and independent of any other nation - an instrument through which their exact requirements may be interpreted, developed and fulfilled.

We are well on our way in the design of our first type, which we have designated the C-102. It is a very advanced aircraft and should be the leader of its class in the world. That is a very broad statement to make, but I believe it to be literally true, and I am not alone in my belief.

To an enormous extent the company's future, your future as aeronautical engineers, and my own, together with the fate of the Canadian aircraft industry, depends upon the success of this undertaking. Remember, too, that it must be looked upon as a national effort, with widespread and far-reaching sig-



EAGERLY AWAITING THEIR TURKEY DINNER WAS THIS GROUP, LEFT TO RIGHT: JIM CHAMBERLIN, ERIC KOSKO, MRS. V. MEADE, BRYAN WOOD, MARY KELLY, IRVING KEYFITZ AND BILL NUGENT



WIN BOYD TELLS A TALL ONE TO JOE MORLEY MORE INTERESTED IN THE CAMERA ARE DON BERKLEY AND MARY BURKE



THIS ACT WAS BILLED AS "AEROBATIC" DANCING. WHO DAT BEHIND THE PILLAR?

BELOW: ONE LAST FLING BEFORE THE PARTY WAS CALLED OFF FOR ANOTHER YEAR



nificance and consequences. Most important of all, from this national viewpoint, we cannot, and must not fail.

Our second great asset is in connection with the development of the gas turbine engine. You will all agree that the gas turbine and jet engines are establishing a new standard in aviation. In this field, we are well abreast of the times, thanks to the vision of a few great Canadians, who in the early days of the war, realized the importance of new sources of power. The Canadian Government established a Crown Company known as Turbo Research Limited, and made arrangements for this group to co-operate and participate in the early development of the gas turbine engine. As a result, we now have in Canada a nucleus of technicians who are now being given the opportunity of designing and developing a Canadian gas turbine engine. It is confidently hoped that this group of men will expand, and will gain the experience and "know-how" from which they will be able to provide the power for our airplanes of the future.

**N**OW - In the short space of four years, we have designed, and constructed a prototype, and have test flown our C-102, the first Jetliner of its type in the world. We have designed and constructed a prototype, and have test-flown our CF-100 fighter, the first of its type and the most powerful fighter in the world. (You will note that the

fighter was not mentioned three years ago).

We have designed two jet turbines, and have completed several thousand hours of test running on the Chinook and Orenda, and are now preparing to produce the Orenda, one of the world's most powerful engines. Canada has taken its rightful place among the leading nations in the world in the design of high-performance aircraft and gas turbines.

The road has been fairly smooth up to now, but the rough going is just ahead. We must develop our aircraft and engines into reliable units that can be produced at a reasonable cost - that can be operated at a reasonable cost - or in other words, aircraft and engines that can be sold in a highly competitive, rapidly changing world market.

You have a real task ahead of you to develop our aircraft into producible, saleable units. Your future, and the future of Avro Canada depends on it.

We have won a place for ourselves among the world leaders. We must really strive from now on to maintain our position. We must remember that Avro Canada has, by its achievements, won the confidence of the Canadian people. The taxpayers are spending large sums for national defense, and we are getting a very large part of it. The Government of Canada can justify these expenditures for aircraft and engines only if we continue to give value for the money spent.



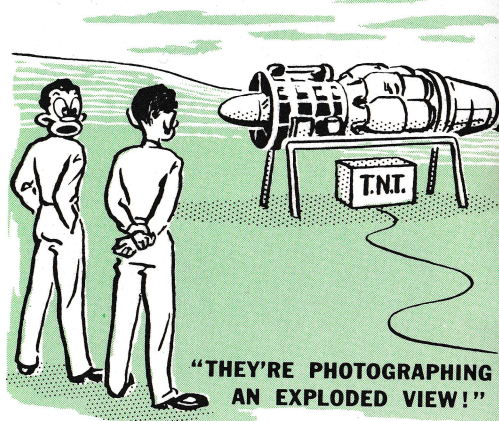
# INTRODUCING THE ORENDA

Editor's Note: Because of the general lack of information about our new turbojet, Rid Dowding, of the Gas Turbine Division, here attempts to enlighten us.

Some people favour starting at the front or sharp end, others start from the aft rear section end (A.R.S.E.) and work forward, but let us be different and start at the middle and rear sym-mule-tain-ee-ussly.

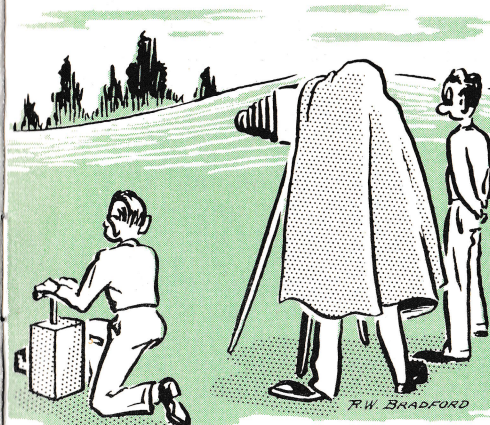
In the middle of the general mass of pipeage, castage, forgeage, and what have we, is, curiously enough, the centre casting. This is a device, which evidently resulted from a man of evil designs, (top hat, small horns and a tail) as it is difficult to cast, awkward to machine and like any other adolescent, it just won't stop growing. It is half-way house for the air, which has by this time, come to the conclusion that man's ingratitude is indeed more unkind than the winter wind. At this point the outlook for the air is indeed grim. A roaring hell of flame in front, (or is it behind?), a mass of flailing paddles to the rear (or is it front?), what to do? No decision is required, as no alternative is possible. A little of the whimpering beaten-up atmosphere may be lucky enough to get itself mangled by the centre bearing, leak through the air seals, and then slink out as waste air - an ignominious,

cowardly way of carrying on, but live air is happier than a hot, dead gas. More of the vicious front-end activities. Air, an obviously feminine fluid, is lured to the chamber of horrors depicted above by that well-known activity of monogamous males with polygamous ideas, a high-pitched whistle. This incites the surrounding air to throw caution to the winds, and plunge into the horrific maw of the mighty mix-master with joyous abandon. A word about the bash-and-mangle department, pedantically known as the compressor. The original ideas behind this mess of caseage, bladeage, discage and drummage, were twofold. First the air had to be beaten into complete submission before facing the raging inferno to the rear, and secondly something had to be cooked up which would give more headaches to the



manufacturing division than had ever been visualized before. (This is the true secret of successful design.) The outer casing (barely visible under a crawling collection of pipes, pumps, regulators, gear boxes, and other impedimenta) is usually stationary, being attached to the front-end of the centre casting, which can only move in the event of a major failure, act of God or the fitters forgetting to tighten the mountings correctly.

Radially stalactited from the cavernous casing, looking rather like sharks' teeth and behaving rather like the Toronto Anti-Open-Sunday Association, are the stator blades. They make it their business to ensure that the poor, innocent little particles of air not only cannot go the way they want to, but are forced to flow in another direction altogether. This is rather cruel, as lurking among the stators are the rotors. These whirling dervishes



are the gay blades of the jet world. Polished aristocrats that they are, and highly strung when in action, they are part of a long line of the most important characters to be found in jetdom, but they exhibit the most appallingly sadistic tendencies.

They chew into the confused, screaming atmosphere, driving it mercilessly on toward the built-in-hades that roars menacingly to the rear.

Having traversed this maelstrom a brief respite is afforded (a split second that is) in the tranquil passages of the diffuser.

Now comes the real test. An odious spray of refined fossilized fish oil (kerosene by any other name would smell as sweet) is blasted into the midst of the thoroughly terrified air and - heavens to breakfast - some fool lights a match.

The resulting holocaust, strange as it may seem, is the desired effect, the culmination of all the combined efforts, and all else is incidental to it.

Six flame-filled cans may sound a little dangerous but "science is wonderful", so the air, thoroughly worked up about the whole thing, decides to get out of the whole mess and into the open. It is very hot, mixed up with burning gases and just bang-full of energy, so hoping to reek a little vengeance, it storms the Turbine Department, gate-crashing through the shimmering nozzle guide vanes as it goes, only to be confronted by the biggest paddle-wheel of the lot, more



politely known as the turbine.

A glimpse of the outer world can now be seen, which probably spurs the now determined air on to great feats, and with a searing twist (intended as a gesture of open defiance - but actually just what the turbine wanted anyway) it gives about 80 percent of its hard-earned energy back to the mighty vacuum cleaner thus belaboring more air following in the rear, and with a roar like a - (well - like - heck) -

## Correspondence Department

We have received a query from Marcel Poisson, of Roch Forest near Sherbrooke in Quebec, asking us in all seriousness whether we think a small, portable jet engine would be practical for skiers. He is anxious to hear our opinion as quickly as possible as he would like to patent the idea. We have passed this particular "buck" over to the Gas Turbine Division, as it is a bit beyond our technical knowledge.

At the risk of giving it to someone else, we would like to

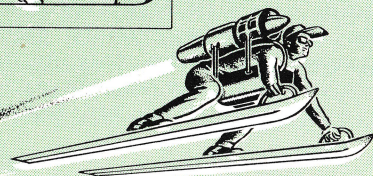
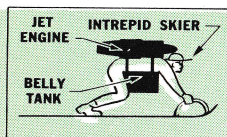
there is no other noise like this one - it escapes down the jet pipe to freedom.

It's the last rush that counts, the final mad, careless dash, that gives us thrust.

It is not intended that this paper be presented as a thesis before the Royal Society, also it is my fervent supplication that no secret code can be unlocked from its innocent bandinage - particularly by the R.S.V.P. or whatever our local law enforcers are called.

outline Monsieur Poisson's interesting idea, and we have had our artist follow out his accompanying sketches. (We hope we have translated his French correctly.) He says the motor would weigh about 35 pounds and would be very handy for soldiers in case of war (particularly in the U.S.S.R. or in Alaska). He also thinks our northern missionaries would find it easier to get around this way than by dog sled.

Another rather strange request came in from H. Wallis, of London, England. As he is "a very keen air spotter," he wants a photograph of Don Rogers. We are a bit puzzled over the connection. Perhaps he thinks he can "spot" Don as he flies past in the fall when the Jetliner visits the United Kingdom, but we personally doubt it.



R.W. BROWN



LEFT: THE NOBEL CHAMPS. RIGHT: HOUSE-LEAGUE CHAMPIONS



### BOATING

Sometime in June, the Boating, Fishing and Sailing Club will hold their first regatta. Anyone interested in this club is advised to phone Clem Ely or Bill Hancock at Local 84, or Bill Shaw at Local 223. This is a good chance for all the patient Nimrods or weekend sailors to meet during the coming summer.

Bill Hancock and Bill Shaw have collaborated on the building and design of a very smooth looking two-man sailboat which they hope will be first of a new "Hakamu" class. The main features of this boat are its light weight, about 150 lb., and its size, which enable the hull and spars to be carried on a car top rack. This sailboat has already caused enough interest to warrant an article in the "Boating Magazine".

LEFT: W.U. SHAW AND HIS HAKAMU SAILBOAT. RIGHT: NORM LUCAS, OUR MATERIAL CONTROLLER, IS THE CENTRE OF THIS CONGRATULATORY GROUP. IT SEEMS HIS WIFE HAD A BABY LAST MONTH

