

Near the time that Yeager tested the Bell X-1 and first exceeded Mach 1, C.L. "Kelly" Johnson of Lockheed proposed the L-193, a jet transport with engines mounted low on the aft fuselage, and later, at a Society of Automotive Engineers meeting in Los Angeles in October 1948, where the theme was "The Transport of 1955," Johnson showed that a P-80 fighter was as efficient in terms of payload pound-miles per dollar as a nineteenth-century stagecoach, and that the jet fighter was 100 times speedier than the stagecoach. My own paper in that session dealt with probable changes to the civil air regulations to accommodate turbine-powered transports.

The De Havilland Comet and the Avro Canada Jetliner both made their first flights in 1949, and in January 1950 Jim Floyd gave a talk on the Jetliner at the SAE annual meeting in Detroit. U.S. activity was increasing, spurred in part by new intercity speed records being set by the Jetliner. Among others, Boeing released information on a jet transport, design 473, later to become the Dash 80, the 707 prototype, with a swept wing and podded engines and a capacity of 60 to 75 passengers. Dixon Speas came in from time to time to keep the CAA up to date on the Jetliner progress, and "Howie" Rees, in charge of civil air certification in Canada, came to discuss with us certification ideas for these new vehicles.

Early in January 1951 I accompanied Fred Lee, the deputy administrator of the



C.A.A. officials visit Avro for discussion and flight in Jetliner. Left to Right: William Shreve, Dixon Speas, Richard Waldo, Kenneth Hazlett, Edward Entes, Joe Morley, H. Rees (DOT Canada), W.E. 'Dusty' Rhoades (United Airlines), Donald Nyrop (CAA Administrator), H.S. Hensley and Harold Hoekstra. — VIA HAROLD HOEKSTRA