

these machines in Canada for export. The company points out that manufacturing conditions are favorable and there are many uses for helicopters in this country.

Probably the most advanced aircraft being produced in Canada is that at the A.V. Roe Canada plant at Toronto, the 40-passenger airliner, the "C-102," which is to be powered by four Rolls Royce Derwent Mark V jet engines. One of the first jet passenger airliners in production in world, this aircraft is expected to make its first flight soon. The 400 m.p.h. "C-102," with its estimated range of 1,200 miles, is a far cry from the Canadian Vickers "Vedette," the first successful Canadian aircraft to be built especially for Canadian bush flying conditions. The first "Vedette" was made in Montreal in 1924.

Canada has never had an airplane engine industry but now the same company, A.V. Roe Canada, is experimenting with gas turbine and jet engines, the result of Canadian and British research. One of the weaknesses of Canadian wartime aircraft production was that all the engines for the aircraft manufactured had to be imported. The thrust of Avro's "Chinook" turbo-jet engine, the diameter of which is only 32 inches, is claimed to be equivalent to that of 25 automobile engines, each delivering 100 horse power. Each of the six combustion chambers is to be capable of heating about 70 seven-roomed insulated houses in an outside temperature of ten degrees below zero. This engine is but the forerunner of others now in the design stage.

Today at Toronto a jet-propelled airliner is being built, one of the first in production in the world. This is the artist's conception of the speedy 400-mile-an-hour aircraft.

