

BUSINESS

Allison Denies Jet Plane Shelved
As Far as This War Is Concerned

By ROGER BUDROW

IN THIS COLUMN YESTERDAY WE PUBLISHED some comments from the magazine *Business Week* to the effect that the jet plane, for which Allison is going to manufacture engines, is not destined for this war but for the next one.

Allison officials say that conclusion is wrong. Here is their side of the story.

First, we should mention that there were several reasons why the magazine decided that the army doesn't expect the jet plane to be

the winning weapon in this war but is going ahead in developing it in order to be ready just in case the Germans get the bugs out of their jet plane.

The reasons were: 1. A contract cutback at Bell Aircraft; 2. The Mail's automobile editor said the car has an eight-cylinder engine and a Sedan De Ville body with an open compartment for the driver and a closed, air-conditioned passenger compartment. The driver's seat can be closed in by means of sliding top and side panels.

The windshield wipers were said to be electrically heated to prevent freezing in the sub-zero Moscow temperatures and special provision also was made to keep the oil fluid and prevent the radiator water from freezing.

The identity of the Russian official was not revealed, but the Mail said the car design has been destroyed to prevent duplication.

The Allison spokesman said he couldn't speak for the other aircraft companies but that Allison officials believe the jet plane "is being fought very heavily as a combat weapon for the earliest possible moment. The air force tells us they want them as of yesterday. There is a very, very high urgency priority on anything connected with it."

It is not correct to assume that Allison isn't going into "quantity production" of jet engines just because it is using only \$12,500,000 worth of factory, machinery and tool furnished by the Defense Plant Corp., the spokesman added.

As a matter of fact, he said, space and facilities devoted to production of the regular Allison engine, the V-1710, will be turned over to jet production work as the schedules on the V-1710 shrink.

We had heard that Allison hadn't wanted the jet assignment in the first place, but this, the spokesman said, was wrong, too. Perhaps the idea got started from the fact that when the jet fighter plane was announced months ago, Allison officials weren't very impressed but they have "certainly changed their ideas on it," the spokesman said.

This diagram, from a General



Q: How does the engine work?

A: Air flows from "A" through the compressor "B" into combustion chamber "C," where it is heated and expanded by burning fuel.

Pushing toward the outer part of this hot gas turns turbine "D," which operates the compressor "B." In "E" the air is rushed through nozzle "E" and the jet from this nozzle drives the plane forward.

Electric advertisement, given you an idea of how the jet engine works.

The engine was designed by R. A. F. Squadron Leader Frank Whittle of England and developed in this country by General Electric. Allison isn't doing development work, just manufacturing.

Up to the close of the Chicago market today, Indianapolis feeders, grain elevators paid \$1.63 per bushel for No. 1 red wheat (other grades on their merits). Grade No. 2 red, testing 100 bushels, old crop, \$1.00 per bushel; No. 1 yellow, old crop, \$1.00 per bushel; and No. 2 white shelled, old crop, \$1.34 per bushel.

WAGON WHEAT

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INDIANAPOLIS CLEARING HOUSE

Clearings 8,794,500

Debits 19,728,000

INDIANAPOLIS CLEARING HOUSE

Heavy bread beans, 22c. Leghorn beans, 18c.

Broilers, flocks and roasters, under 3 lbs., white and barred rock, 35c; cockerels, 40c; old roasters, 18c.

Large, 40c; grade A, medium, 44c; grade B, 46c; No. 1, 50c. Butterfies—No. 1, 40c; No. 2, 36c.

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