(continued from previous page)

Announcer:

As Mr. Shepherd put it, it all sounds quite easy. As you've heard, there have been many years of hard work since the idea first came to its inventor, and it was nearly two years ago when a plane without a propellor first flew. One of the men who watched this winged revolution make its first flight was Mr. L. L. White, the man who heard the inventor's dream and helped to bring it into the reals of reality.

Mr. White:

It was within a few days of the first flight that I saw it myself. I thought as I looked at it that it appeared almost too simple. First it was the climax of long effort. Would it also be the entering of a new field of engineering development? Sawyer was in the cockpit. The engine started up with a hum and the shrill roar we knew so well from the test bench. The aeroplane moved down the airfield and took off exactly according to programme. It completed the schedule of tests exactly as planned. There was no drama, no excitement. Indeed I felt a little anxious and puzzled. Could it really be true? Everything seemed to be going too well. The plane came down and landed without a hitch. it was all right. One phase of the great adventure was complete. When it becomes possible to tell the full story of this achievement certain features will stand out. Most important of all, the birth of the idea in the mind of a young unknown R.A.F. cadet, and the combination of enthusiasm and devotion to science that carried him through every difficulty. Next perhaps the rather British way in which private enterprise and the State co-operated to provide the right conditions for this unique development. And finally the intimate collaboration of this country with the United States in the later stages.

Announcer:

And what of the inventor, Group-Captain Whittle himself? He's a modest man; he doesn't talk much about himself. This is how he impressed Mr. White.

Mr. White:

It was in an office in London over eight years ago that I first met Whittle to hear about his ideas. His ability and determination deeply impressed me, and when I got home that evening I said I had met one of the great inventive engineers of our time; and it was true.

Announcer:

It certainly was true. No one can doubt that to-day. And now we bring you the voice of the great engineer himself, Group-Captain Whittle.

Group-Captain Whittle:

I would really rather not say much about jet propulsion aircraft. In fact I find this sudden publicity very embarrassing, so I would rather leave the subject for the present except to say that I have been devoting myself to it for a long time. The idea really had its roots in a science thesis I had to write in my first term as a cadet at Cranwell when I selected as my subject the future development of aircraft. But the main idea did not come to me until about eighteen months later when I was taking the instructors' course at a central flying school. A great many people have played important parts in this work besides myself, and the results we have got have mainly been due to team work. Naturally I believe that there is a great future for this type of aircraft.