

The NEWS

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CANADIAN AVIATION

1949

JETLINER TO RESUME FLIGHT TESTS

FIRST TEST FLIGHT SUCCESS — WHEELS-UP LANDING ON SHAKEDOWN FLIGHT DOES SLIGHT DAMAGE — PILOTS ENTHUSIASTIC

The Avro Jetliner, second jet-powered airliner in the world and first in North America, is expected to make its official introductory flights shortly. It took the air for the first time at 3.25 p.m. on Aug. 10 and flew for approximately an hour.

Test pilots Jim Orrell, from England, and Don Rogers, of Toronto, who flew the jetliner on its maiden trip expressed enthusiasm for its performance and handling qualities.

On a subsequent shakedown flight, the aircraft was forced to make a belly landing when the undercarriage refused to lower. Pilot Orrell made a smooth landing on the nose wheel and tail despite the fact that the approach had to be made without flaps. Damage to the aircraft apparently was limited to a few scratches and dents.

This incident delayed the official debut of the aircraft for several weeks while an investigation into the cause of the undercarriage failure was pressed and the plane was given a thorough check-over.

The Jetliner is designed to

carry 50 passengers and to cruise at 430 mph at 30,000 ft. The type has been under development at the A. V. Roe Canada plant at Malton for the past three years.

Power is supplied by four Rolls-Royce Derwent engines of 3,500 lb. static thrust each. They are mounted in two pairs of circular nacelles mounted close inboard.

Range of the airliner with full payload and all allowances, including reserve and alternates, is 600 miles. All-up weight is 60,000 lb. Fuel capacity: 2,300 gal. of aviation kerosene. For high-density short-range operation, 60 passengers can be carried.

The prototype is 82 ft. 5 in. long, with a span of 98 ft. 1 in. (Compared with the 93 ft. 5 in. length and 117 ft. 6 in. span of the North Star). Height of the vertical stabilizer is 26 ft. 5.5 in.

BELOW: The Jetliner just prior to its first test flight. When the undercarriage failed to lower, it was landed with only slight damage on the nose wheel, exhaust cones and tail.

New Canada-U.K. Agreement

The Orient air service of Canadian Pacific Air Lines, which is to start officially on Sept. 18, as well as the Australia services (see page 14) will benefit from the Canada-United Kingdom Air Agreement, announced recently by Hon. Lionel Chevrier, Minister of transport.

Here are main terms of the reciprocal deal:

a. TCA authorized to carry traffic between U.K. and Ireland, Azores, Iceland.

b. CPA to have fifth freedom rights at Hong Kong.

c. CPA awarded fifth freedom rights at Fiji.

d. TCA will be authorized to carry inter-island traffic on its route through Bermuda and the British islands in the Caribbean, subject to formal approval by the colonial governments concerned.

Britain, in return, gets:

1. A traffic stop at Gander for BOAC.

2. The right to carry traffic between Canada and Ireland, Iceland and the Azores.

3. Traffic rights at either Churchill or The Pas, Man. on an eventual route from the U.K. via Goose Bay to Labrador, Alaska and Hong Kong.

Comet Flight Testing Proving Successful

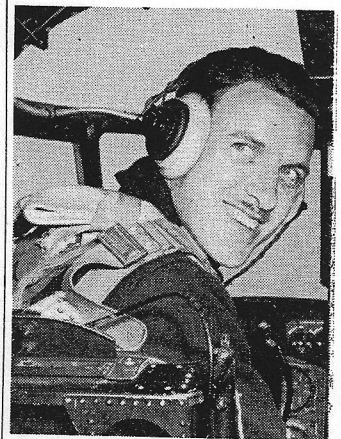
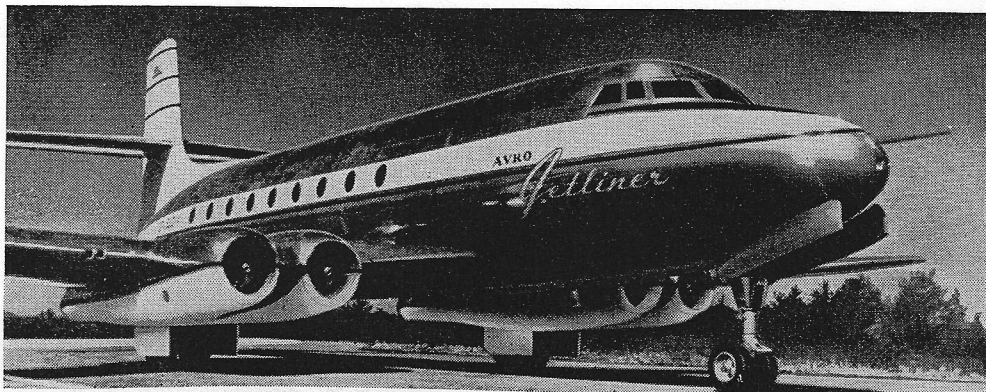
Successful preliminary flight testing of the de Havilland Comet, first pure jet airliner in the world to fly (see page 16), is reported from England. During the eight working days following the initial flight of the airliner (on July 27), 14 flights were completed, bringing the total flying time up to 15 hours.

The company reports;

"During the tests, the Comet has exceeded 400 mph true air speed at reduced engine power. Most of the tests

so far have comprised general handling through a range of loading conditions.

"In all conditions, the aircraft handles in a thoroughly straightforward and easy manner.



Don Rogers of Toronto who, with Jim Orrell, Avro chief test pilot, flew the Jetliner on its maiden flight. He learned to fly in 1935 and instructed at the Hamilton Flying Club before the war. He test flew Lancasters at Malton and was a ferry command pilot during the war.