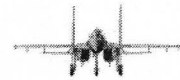


5204



PASSENGER

Avro Canada C-102 Jetliner 1949



Virtual Aircraft Museum / Canada / Avro Canada



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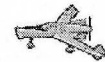
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One of the first tasks of the new Canadian company, following formation of Avro Aircraft Ltd, was the origination in 1946 of the design for a 50-seat medium-range civil transport. Similar in size and configuration to the British Avro Tudor, it differed primarily by having tricycle landing gear, a revised tail unit, and the incorporation of turbojet powerplant. The prototype was first flown on 10 August 1949, but only six days later was badly damaged as the result of a landing gear failure. It was repaired and flying again within a few weeks, and its four Derwent 5 engines were replaced by two Derwent 8s (starboard outer, port inner) and two Ddrwent 9s for evaluation purposes. Despite active demonstrations by the company, no orders were received and further development was abandoned.



COMPANY PROFILE

FACTS AND FIGURES

© After testing by the USAF, Avro Canada proposed a trainer variant with four Allison J-33 engines.

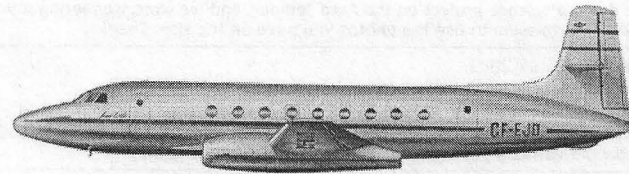
© Construction of a second C-102 prototype began, but was not completed.

© After cancellation, the C-102 was used as an observation platform for CF-100 tests.

© Flown for the last time on 23 November 1956, CF-EJD-X was scrapped in December, having flown about 425 hours.

© After flying the aircraft in 1952, Howard Hughes considered building the C-102.

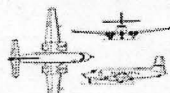
© The C-102's nose is now in Canada's National Aeronautical Collection.



Specification

MODEL	C-102	
ENGINE	4 x Rolls-Royce "Derwent 5", 1633kg	
WEIGHTS		
Take-off weight	29480 kg	64993 lb
Empty weight	16740 kg	36906 lb
DIMENSIONS		
Wingspan	29.90 m	98 ft 1 in
Length	25.12 m	82 ft 5 in
Height	8.06 m	26 ft 5 in
Wing area	107.49 m ²	1157.01 sq ft
PERFORMANCE		
Max. speed	735 km/h	457 mph
Cruise speed	650 km/h	404 mph
Ceiling	12285 m	40300 ft
Range	2000 km	1243 miles

3-View



A three-view drawing (1270 x 674)

Comments

Reagh Sherwood, reagh_s@hotmail.com, 07.11.2010

Believe it was the first aircraft from Avro Canada. Parent company in the UK had a long history of building aircraft (pre-WWI?). Victory Aircraft in Canada built Lancasters during

WWII. After the war the industry was re-organized and Victory became AVRO Canada. Look up the AVRO Tutor 8 which later became the AVRO Ashton. Basically a prop tail dragger that was converted to a 4 jet config very similar to the Jetliner (it was the world's first 4-engined jet airliner, but was not very successful). This flew in the UK prior to the Jetliner and the test pilot involved in the Ashton (Jimmy Orrell) was sent to Canada to fly the Jetliner due to his experience with the Ashton.

Chum, chumr@care2.com, 28.10.2010

I thought that the Lancaster was the first plane from AVRO?

Herb Schneider, dadgooroo@aol.com, 13.10.2010

According to a Letter to the Editor by Allen Lambert of Grove City, PA which appeared in the Wall Street Journal on October 13, 2010, When Canada Almost Ruled the Civil Skies: "Politics in the U.S. led to the cancellation of potential sales to U.S. airlines, and the Jetliner never flew commercially."

Bob, va1sbt@rac.ca, 12.10.2010

I believe that the Canadian Government did not support this industry leader and destroyed it, as they did the Arrow in 1959.

Mac McKay, maymck@nb.sympatico.ca, 22.09.2010

I tried to E mail Earnie Mitchell regarding the CL-102, I have several thousands of questions to ask him regarding the Jetliner, would you please contact me at maymck@nb.sympatico.ca

Earnie Mitchell, earnestly28@hotmail.com, 17.09.2010

I worked in the Engineering Office as a weight analyst and I weighed her before her flights.

Ben, loganC@hotmail.com, 05.03.2010

We are doing a science project on the Avro Jetliner, and we were wondering if you could give us the permission to use the photos you have on the site. Thanks.

Mike Green, 22.07.2009

I have always imagined this aircraft in "Trans Canada Airlines" colors. It would easily have been another wonderful Canadian design like the 'Beaver', 'CF 100' and 'AVRO Arrow'. (Did you know the variable pitch propeller was a Canadian invention?)

Karl, 14.03.2009

Even Howard Hughes couldn't save this plane.

Do you have any comments about this aircraft ?

Name

E-mail



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