



# AIRCRAFT AND AIRPORT

CANADA'S AVIATION MAGAZINE

EVENTS RUDOLPH  
DALEMEAD  
ALTA



**AUGUST  
1949**

TORONTO 2, CANADA

**25 Cents**

EJD . . . OFF AT 2.25

**DON'T WRITE OFF THE CENTRIFUGAL  
COMPRESSOR**





### **AVRO CANADA'S JETLINER FLIES**

# EJD . . . . Off at 2:25

At 2:25 p.m. Eastern Standard Time, August 10, the Avro Canada C-102 Jetliner lifted its graceful bulk into the air for the first time. The flight marked the climax of three years of planning, designing, and building, and jolted the prestige of Canada's aviation industry right to the top of the heap.

At the controls of the C-102 when it left the surface of Malton's Runway 23 were James Orrell, chief test pilot of Avro Manchester and Donald H. Rogers, chief test pilot of Avro Canada. The only other crew member aboard at the time of the flight was William Baker, flight engineer.

During this first flight Jimmy Orrell kept the Jetliner in the air for a few minutes over an hour, during which one low pass was made over the airport. The remainder of the flight was spent in putting the aircraft through its initial paces. The landing was made in a stiff crosswind. (Note the wing low attitude of the Jetliner in the accompanying picture showing the moment before touchdown).

It is interesting to note that Avro now classes the 102 as a 50-passenger job, rather than a 36-40-passenger type, as it was first described. This revising upward of passenger capacity is the result of the trend by air lines to pack more passengers in and cut down on luxury. The estimated cruising speed has also been jacked up to an expected 430 mph at 30,000 feet. The design gross weight of the jetliners is 55,000 pounds (against approximately 100,000 pounds for the de Havilland Comet, a figure that emphasizes that the two are not competitive types).

Shot of crew just after completion of first flight shows, left to right, Bill Baker, Jimmy Orrell, and Don Rogers.

