

# THE AVRO ***JETLINER***

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**Did you know?**



**1946**

**Jim Floyd leaves England to become Chief Technical Officer at  
AVRO CANADA  
on  
February 11.**

**Jim Floyd becomes Chief Design Engineer in charge of the  
C-102 AVRO JETLINER project.**

**Mr. Fred Smye sent a letter and a brochure to T.C.A. detailing the  
30-seat Air Transport for T.C.A.  
on  
March 5.**

**Jim Floyd and members of the project office travel by train to  
Winnipeg to present proposals to T.C.A.  
on  
March 28.**

**A letter of intent to purchase the AVRO JETLINER was received  
from T.C.A.  
on  
April 9.**

## **1947**

**C.D. Howe tells AVRO that all work on the C-102 *JETLINER* should be stopped as T.C.A. wishes to be released from purchase commitments  
on  
Friday the 13th of March.**

**C.D. Howe arranges the allocation of 1.5 million dollars to continue the *JETLINER* project but at a slower pace  
on  
March 15.**

**Wing design changed to accommodate the four Rolls-Royce Derwent 5's due to the AJ65 engines for the twin engined design would not be available for several years  
on  
July 20.**

## **1948**

**Mr. Gordon McGregor, President of T.C.A. indicated that the airline would not want to be the first in North America to operate a Jet Transport  
on  
April 19.**

**1949**

**First engine runs with the Rolls-Royce Derwent 5 jet engines  
on  
June 24.**

**Inaugural flight of the C-102 *JETLINER*  
on  
August 10.**

**The *AVRO JETLINER* flew for the third time  
on  
September 20.**

**The *AVRO JETLINER* flew a "performance test" to 30,000 feet  
on  
November 1.**

**The *AVRO JETLINER* flew to 500 MPH  
on  
November 22.**

**1950**

**Jim Floyd presents paper on the *AVRO JETLINER* to the  
Society of Automobile Engineers in Detroit**

**on  
January 10.**

**Ted Baker, President of National Airlines makes offer to  
purchase four *JETLINERS* with options for 6 more**

**on  
January 19.**

**The *AVRO JETLINER* flew over New York with the "Worlds First  
Jetmail" and their first "non paying" passenger,  
Mr. Gordon McGregor, President of T.C.A.**

**on  
April 18.**

**The *AVRO JETLINER* flew to New York on a Demonstration Flight  
that was reported in over 500 newspapers**

**on  
April 19.**

**The *AVRO JETLINER* is displayed at the S.A.E. Airshow in New  
York**

**on  
April 20.**

**As reported in "AIR TRAILS", the *AVRO JETLINER*  
"has a comfortable cabin which maintains sea level altitude up  
to 21,00 feet**

**on  
June 17.**

**Don Rogers flew the *JETLINER* to Toronto from Chicago on three  
engines at 370 MPH at an altitude of 22,000 feet**

**on  
November 24.**

## **~~1951~~**

Officials at La Guardia Airport in New York were concerned that the heat from a jet engine would scorch the tarmac, other aircraft and buildings  
on  
January 10.

Demonstration Flight to Tampa and Miami for National Airlines with Captain Edwards of T.C.A. as Co-Pilot  
on  
January 22.

The *JETLINER* on a flight to Miami and New York, breaks all records for airspeed, ground speed, altitude & rate of climb  
on  
January 25.

## **~~1952~~**

Howard Hughes refuses to give back "his" *JETLINER* and has the aircraft moved to a remote corner of his airfield and placed under constant security  
on  
April 9.

Howard Hughes returns the *AVRO JETLINER* to Toronto after using it as his own personal jet since April 8,  
on  
September 8.

**1953**

The *AVRO JETLINER* did a demonstration fly past at the C.N.E  
Airshow  
on  
September 1.

**1954**

The *AVRO JETLINER* did a demonstration fly past at the C.N.E.  
Airshow  
on  
September 1.

**1956**

Don Rogers and Peter Cope made the "last flight" in the *AVRO  
JETLINER*  
on  
November 23.

Fred Smye, the General Manager of AVRO CANADA gave the  
order for the grounding and destruction of the *AVRO JETLINER*  
on  
December 10.

## **EPILOG:**

By the end of January 1951 the *AVRO JETLINER* had completed over 200 hours of flawless flying demonstrations. By the time of the last flight in 1956 the *JETLINER* had flown for 500 hours in the skies over North American spanning the continent. The aircraft had been ordered by National Airlines of the United States, T.W.A. were negotiating for 30 *JETLINERS*, and the U.S.A.F. were also interested in 20 of the *JETLINERS*, but as has become normal in this country, we were never able to reap the benefits of some of the most brilliant minds this country had to offer as yet another great Canadian Achievement was forever destroyed by a short sighted Canadian Government.

All that was saved from this great Canadian designed and built aircraft was the nose section, four Derwent 5A engines and a few other assorted pieces that are now on display at the

National Aviation Museum in Ottawa

and a

Rolls-Royce Derwent 5 Jet Engine of the same type as was used in the

*AVRO JETLINER*

that is in the possession of:

**THE AEROSPACE HERITAGE FOUNDATION of CANADA.**

*The preceding information on the AVRO JETLINER was researched and compiled by:*

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**OCTOBER 1997.**

**EDITED BY:**

**MR. JAMES C. FLOYD,**

**MARCH 1998.**

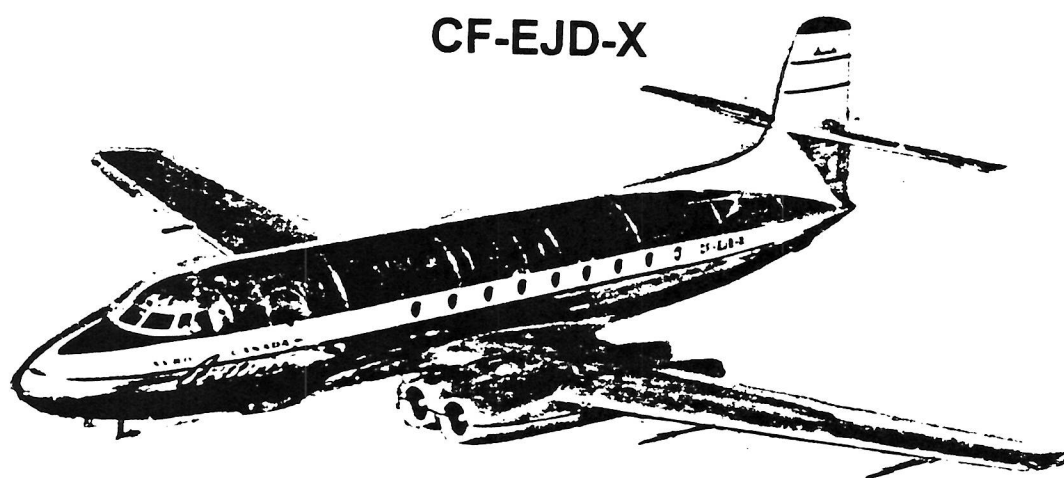


**In yet another "Act of Vandalism" as a result of  
lack of support from the Canadian Government,  
the only  
*AVRO JETLINER*  
in existence was cut up and destroyed  
in its hangar in Malton  
and sold for scrap.  
The only remaining evidence that this aircraft  
ever existed can now be viewed  
at the  
National Aviation Museum  
in Ottawa.**

On Saturday,  
August 7, 1999,  
**THE AEROSPACE HERITAGE FOUNDATION of CANADA**  
is holding a  
50th Anniversary Celebration Dinner  
at the  
TORONTO AIRPORT HOLIDAY INN SELECT.

On hand will be:  
*James C. Floyd, Don Rogers, Mike Cooper-Slipper,  
Bill Baker, Ernie Alderton, Mario Pesando,  
Murray Willer and  
YOU!*

*"An Evening to Remember"*



**The C-102 Avro Jetliner**  
*"The World's First Regional Jet"*  
1949 to 1999.