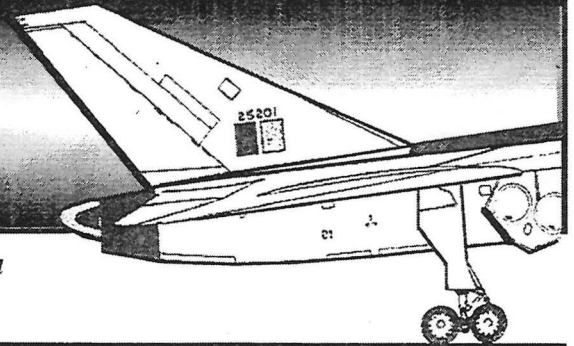


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Bill Baker Remembers the Jetliner! (Part 2)



When I joined Avro in early 1949 I had flown as pilot, co-pilot or flight engineer on 23 different types of aircraft from the simple Gypsy Moth to the largest 4 engine types then flying. All powered by even larger reciprocating engines driving more complicated electric or hydraulic propeller systems. The growth of installed systems in aircraft manufactured a Flt. Engineer to monitor and manage power plants and installed systems to ensure safe and efficient flight. The now over 100 levers, dials, switches, etc installed in large aircraft could not be constantly monitored by the pilot in charge. These aircraft were increasingly noisy in the cockpit and after the usual 10 to 20 hour flights, hearing anything became a problem.

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PRE-FLIGHT Nicholas Doran
Ted Harasymchuk

President's mailing address:

1951 Rathburn Rd., E.
Unit 199
Mississauga ON L4W 2N9
905-624-4909

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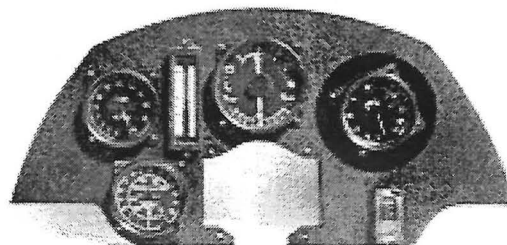
**Aerospace Heritage
Foundation of Canada
P.O. Box 246, Etobicoke D
Etobicoke ON M9A4X2
(416) 410-3350
www.ahfc.org**

From the President

As this summer is just about over, I hope that everybody had a most enjoyable and relaxing time. In this issue of *Pre-Flight* Bill Baker continues his reminiscences of his aviation career and I trust that all members are enjoying his insights and experiences. Again I remind you about the roll-out of the Toronto Aerospace Museum's full size replica of Arrow RL 203 on the Thanksgiving weekend Oct. 5th - 9th. This promises to be a very exciting time for all ex Avro people and aviation enthusiasts alike. To think that once again I will be able to stand under a full size Arrow and rekindle memories of the great times after all these years.

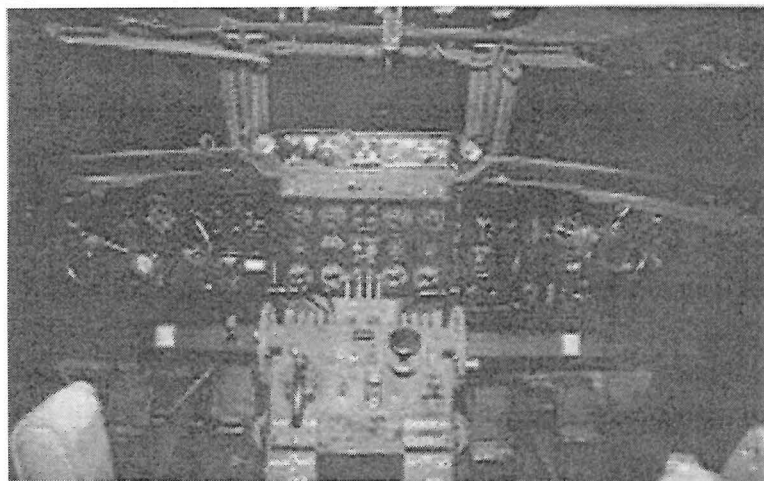
Frank

Remembering the Jetliner (Part 2)



Gypsy Moth flight instruments

Reliability was always questionable and I spent most flights expecting trouble and was rarely disappointed. I always had a snag sheet requiring some work to be done before the next flight. Such was flying for me, I enjoyed it until I met the Jetliner at AVRO and came to love flying again. The Jetliner was a simple aircraft, far fewer levers, dials and switches to worry about. The greatest change was the lack of cockpit noise in flight and no vibration the cause of poor reliability in other aircraft.



Jetliner flight panel: far fewer levers, dials and switches to worry about!

Remembering, Part 2 *cont'd.*

I had a wonderful opportunity to follow every step in the building of the Jetliner for 8 months prior to first flight. During that period I met so many talented and helpful people all-anxious to ensure that I knew and understood what they were creating. Bryan Wood and John Archibald Hydraulics, Jim Clemenson Electrics, George Shaw Air Conditioning Pressurization, P. Chenski Fuel Systems, Irv Liss Communications, Wilf Farrance Cockpit, Bob Johnson and Merv Honsinger on the production floor helped me find all those things I needed to know. Harry Halstead of Rolls Royce taught me the care and fueling of the Derwent engines. Above them all was that multiple genius guiding everything and leading a team that has never been equaled in Canada. I speak of course in reverence of Jim Floyd.



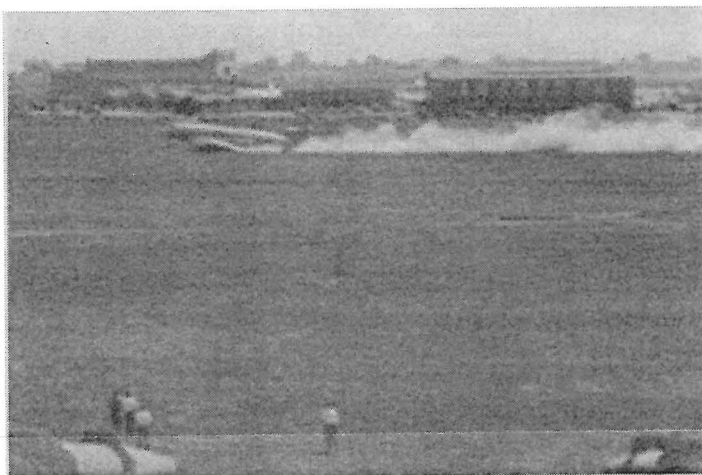
Jim Floyd

Flying in the Jetliner after all the preparations was sort of an anticlimax because the experience was so much better than what I anticipated.

The early taxi runs, of the Jetliner, to prove ground handling on a short runway at 90 degrees F and blowing tires was stressful but proved the aircraft was manageable in a difficult situation. The First Flight was a dream, it flew and climbed as good as WWII fighters. No noise in the Cockpit and no discernable vibration, what a change.

Much has been written about the second flight when the main undercarriage jammed up and forced a landing on the nose wheel and jet exhaust pipes. Little damage, a new experience, it was the fifth crash for me, and a great confidence builder in the design and structure of the Jetliner. I flew in the next 50 or so flights with Don Rogers and Mike Cooper-Slipper, doing a wide variety testing/demonstration programs while complaining I had never seen the aircraft from

the ground, this was rectified when Frank Tesdale was trained and to give me occasional relief.



The long skid on the grass.

In testing the Jetliner we encountered a few items not expected or planned for and I don't not know if they were ever publicized. We had carried out many stalls in every configuration possible when Don and I were required to carry out a power-on "dirty" stall at medium gross weight with gear and flaps extended. Don slowly lifted the nose as we slowed into the stall getting a mild buffet as expected, then we went down passed the expected indicated stall speed the buffet disappeared and the aircraft sat at about a 45 degree nose up attitude. The aircraft was controllable sort of sitting on the engine thrust, the COAANDA effect. We reported this interesting experience and Jim Chamberlin came with us on the next flight to see for himself what was happening. We went through the same procedure and got the same results. Jim kept saying "I don't believe it" over and over then commented we could easily land on an aircraft carrier with such performance.

A later flight again Don required us to do the same "dirty" stall, power on gear and flaps extended but this time at maximum gross weight. We left Malton heading out over Lake Ontario rushing up to 6000 ft where I extended gear and wing flaps while Don pulled up the nose to slowdown, we got strong buffet, then surprisingly the left wing stalled out and the aircraft rolled over. Don had to bring the nose down while the aircraft headed straight down the speed built up at a terrific rate. I switched to retracting the wing flaps, as they were rather fragile at over 200 knots. We finally leveled out too close to the lake for comfort and initiated a very sedate climb to 30,000 ft. I was glad we had started the stall at 6000 ft. and not 5000 that lake is cold.

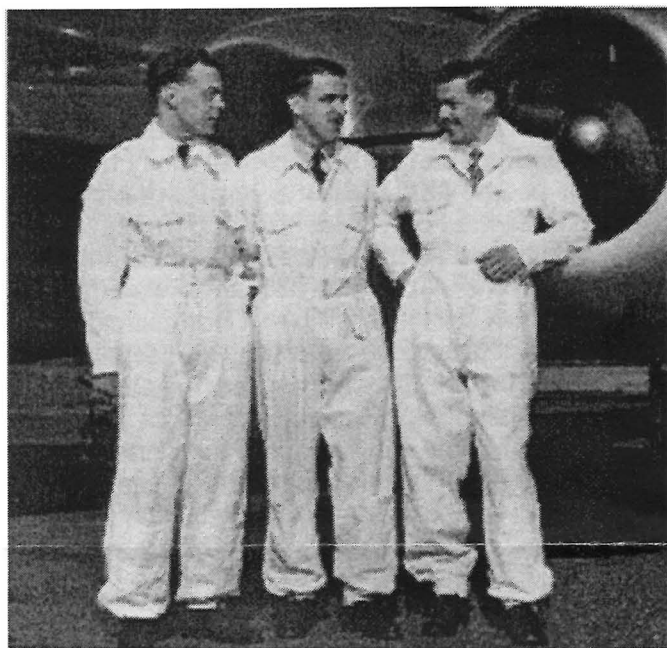


Remembering, Part 2 *cont'd*

In all our flying, the aircraft met all its performance targets and displayed an absolutely amazing reliability. We did have the odd problem in moving new equipment and systems. Which is of course part of development flying. All in all the Jetliner returned to me the love of flying that started with the Gypsy Moth and sort of faded with the complexities introduced in large aircraft of the war years.

The interesting and challenging test/development flying I did with Jimmy Orrell, Don Rogers, Mike Cooper-Slipper was the high point of my flying career. As shortly after I left AVRO in 1952, I suffered a medical problem, lost my licence and never flew again as a crewmember.

The cancellation of the Jetliner project was a bitter blow to all who were involved at the time. But the years since that dastardly action was taken have demonstrated how crushing that was to the future of our Canadian Aerospace Industry.



Don Rogers
Mike Cooper-Slipper

