

## JETLINER TO SPAN ATLANTIC THIS YEAR

**AVRO AIRLINER AND FIGHTER TO PERFORM AT SBAC SHOW IN ENGLAND SAYS DOBSON**

The 1950 plans for Avro Canada call for the flight of the company's two prototype jet aircraft, the CF-100 fighter and the Jetliner, across the Atlantic for demonstration at the SBAC show in England next September. This information was given by Sir Roy Dobson, a director of the Hawker-Siddeley group and president of Avro Canada, during an interview with Canadian Aviation.

It was indicated by Sir Roy that the Canadian company was entering the selling and

production phase in respect to its three main projects, the two above-noted aircraft and the Orenda turbojet engine.

Range of the Jetliner now is 1,200 miles with all allowances. To date, about \$6 millions have been spent on the Jetliner development. The second prototype will be completed this year, bringing total investment to about \$7 millions, the visitor estimated.

Maximum efficiency is attained with the Jetliner at an altitude of 30,000 ft., which can be reached in 17 minutes after

take-off. If it were considered economically feasible, the C-102 could be converted to a trans-Atlantic carrier, although this would involve a new wing and different power plants, Sir Roy said.

Price tag of the Jetliner will be in the neighborhood of \$850,000 with all equipment.

Referring to the U. S. market he suggested that if import restrictions blocked the Jetliner, arrangements might have to be made for its manufacture south of the border on license. As for competition, he said:

"I would be very much surprised if a U. S. manufacturer could get a jet transport op-

erational in less than four years."

Total investment at Avro Canada to date has amounted to about \$32 millions, about half of this provided by the Canadian government, the balance either supplied directly by the English parent company or borrowed from Canadian banks against English security.

The present commitment for the CF-100 fighter calls for two prototypes and 10 development aircraft. In addition, this aircraft should have good export prospects in Europe and possibly in South America, Sir Roy estimated.

## Dunlop Plans Manufacture Aviation Products Here

The Dunlop Rubber Co. of Great Britain will shortly begin manufacture of its aviation products in Canada. Production of the company's full line of engineering equipment is to start at once, while the manufacture of aviation tires is planned for the "near future."

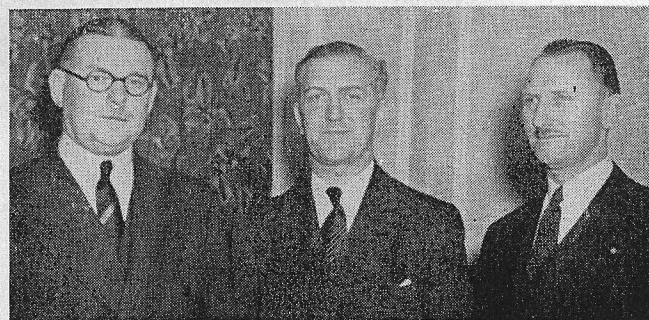
These facts were made known in an exclusive interview with Canadian Aviation just before press time. The announcement was made by J. Wright, OBE, general manager of Dunlop's aviation division, who was visiting Canada to discuss final details of the scheme. He was accompanied by W. H. Sutcliffe, the company's aviation export sales manager and chief test pilot.

Also present at the Toronto conference were D. B. Collett, newly-appointed vice-president and general manager of Dunlop in Canada, and Gordon Wheeler, Canadian aviation sales manager.

Mr. Wright said the new venture would be the first postwar program for manufacture of Dunlop aviation products in Canada. Immediate production of engineering equipment would include Dunlop wheels, brakes, controls, windshield wipers, pneumatic jacks and flexible hose assemblies. The company's new plate brake would also be on the list.

Actual manufacture of all these items will be assigned to Dowty Equipment of Canada Ltd. at its Ajax, Ont., plant, operating under Dunlop license, and initially with the supervision of Dunlop technicians. The latter will be recruited from the company's head office in Britain, but, aside from this, all-Canadian labor will be employed.

"Our idea is that by co-operating with the Dowty company, we can make the new project a better commercial venture both for Canada and



DUNLOP EXECUTIVES—Left to right: J. Wright, O.B.E., general manager of Dunlop's aviation division; W. H. Sutcliffe, the company's export sales manager and chief test pilot; and Gordon Wheeler, Canadian aviation sales manager. The picture was taken during an interview concerning Dunlop's manufacturing plans in Canada.

ourselves," Mr. Wright said. "We are thinking of our Canadian customers too. We want to make our equipment at a competitive price, and the more business we can put into one factory, the more economical production will become."

Sales and service will continue to be handled through the existing Canadian Dunlop organization, he added.

Commenting on the company's aircraft plate brake, Mr. Wright forecast a design

change "probably this year," which would ensure automatic adjustment of the brake once it had been applied by a pilot. Application would be progressive, and would increase as a landing wheel slowed down. If there were any tendency for the wheel and brake to lock, the brake would release itself slightly, then reassert itself as the tendency passed. This was an important safety factor and would also prevent excessive tire wear.