

# 62 Minutes to New York by Jetliner



AVRO JETLINER CRUISING AT OVER 400 MILES AN HOUR

## Special to The Star

New York, April 18—In less time than it took Mayor Hiram McCallum to get back to his Toronto city hall office from leave-taking ceremonies, the Avro Canada Jetliner streaked from Malton airport today to New York to set a new speed record for the 359-mile journey. Aboard the aircraft, T.C.A. President Gordon McGregor saw his company's scheduled time on the route cut nearly in half. The machine landed at 10.33, 62 minutes after leaving Malton, having averaged 415 miles an hour for the trip. It was over the airport at 10.30 but circled three minutes before touching down.

"We had a very nice flight and the plane lived up to every expectation," Capt. Don Rogers, chief test pilot said. "It behaved very well and was ship-shape from every angle."

In addition to Rogers, the plane carried assistant test pilot Michael Cooper - Slipper of Weston, and Flight Engineer Bill Baker of Toronto.

The passengers were Mr. McGregor; James Floyd, designer of the jet liner, and Fred Smye, assistant general manager of A. V. Roe.

It was officially announced that the distance from the Malton airport control tower in Toronto to the control tower here was covered in 59 minutes and 56 seconds.

## Gets Mixed Reception By WILLIAM STEVENSON

With a cargo of good-will aboard, Canada's first jet airliner left Malton at 9.31 a.m. for New York—and a mixed reception from U.S. aviation interests, who have no jet airliner of their own.

For the first time in history, a jet airliner was crossing the United States. While New York's Mayor O'Dwyer waited at Idlewyld to greet the Canadian crew and smoke the pipe of peace puffed just an hour earlier by Toronto's Mayor McCallum, a different reception awaited the four-jet ship at neighboring La Guardia field.

There, Sigmund Janas, Colonial Airlines president, made a speech sounding the opening shots in the battle to prevent Canadian air enterprise invading the U.S. market.

His speech, released to newspapers all over North America yesterday, was headed "Janas Cautions Industry on Commercial Jet Use." In it, Janas threw doubt upon the safety of jet-propelled airliners at this stage, and suggested that only in the U.S. were flying standards high enough to

ensure production of a safe jet airliner.

## Asked to Postpone Flight

A few weeks ago, Colonial Airlines asked Avro Canada officials to postpone the flight of their Jetliner to New York. The company refused, explaining they had made arrangements for the flight some time ago. "This seems to be Colonial's reply," said a company official today.

Gordon McGregor, T.C.A. president, who was the only private passenger aboard the Jetliner today, commented: "Janas hasn't flown in either of the only two jet airliners in the world—one of them Canadian, the other British."

Ironical, in view of the Colonial Airlines' speech, is the fact that pilot Don Rogers, with six others aboard, did not intend to display

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# 62 MINUTES TO NEW YORK BY CANADA-BUILT JETLINER

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the Jetliner's full potentialities on the Toronto-New York run because of safety regulations on which the Canadian department of transport insists.

## Must Keep in Sight of Ground

With insufficient flying hours clocked by the eight-months-old aircraft, the department would issue only a restricted license. This meant Rogers had to keep in sight of ground throughout the flight.

"Normally," he said, "I could soar straight up to our best height of 30,000 feet to get faster time."

Wearing an Indian headdress, and presenting a similar one to the pilot to give to Mayor O'Dwyer, Mayor McCallum started this morning's ceremonies at Malton by lighting a pipe of peace.

"I hope this will still be glowing when you reach New York," he told Rogers. To make sure it would be ready for Mayor O'Dwyer to take the next puff at Idlewyld, the pipe tobacco was soaked in turpentine. "Ugh," said the mayor. "And I mean a full-blooded Indian 'ugh'."

A large scroll inviting Mayor O'Dwyer to the third Canadian International Trade Fair was delivered in New York, after eight girls in national costume representing some of the 35 nations exhibiting at the Fair had examined it.

## Loads 15,000 Letters

Toronto's postmaster, W. N. McLean, supervised the loading of 15,000 jet-airmail letters aboard the aircraft. With him was the U.S. consul, Earl Russell, and the vice-consul Charles Johnson.

Promptly at 9.25, the four Derwent jet-engines were run up, and at 9.31 a.m. precisely, Rogers brought the 50-passenger airliner across the Malton control-tower at 350 miles an hour, then set course for New York.

The one sour note in New York's enthusiastic reception of the glittering airliner was the Colonial Airlines president's speech. Janas said: "No airplane should be permitted in commercial aviation which has not been thoroughly tested in advance, and it is my sincere hope that the maintenance procedure laid down here in the U.S. for our transport companies will be adopted throughout the world."

Uninitiated people were straining at the leash to see Jetliners used on commercial routes, he said. "By all means," he declared, "we should encourage builders of new equipment, but we should use that equipment only after it has shown itself free of bugs and safe."

## Want 3,000-hour Try-out

"I have argued for years and will continue to urge that no airplane be permitted to engage in commercial air transportation unless it is flown at least 3,000 hours as a freight carrier or in some type of work where it receives the necessary take-offs and landings and has tested the normal weather that all planes in scheduled air transportation must overcome."

It was their responsibility, said the Colonial Airways president, to see that the world's highest air transport safety standards, set by the U.S., were maintained. "The primary consideration of all of us," he said, "is the protection of the American people and our friends throughout the world, who show their confidence in American flyers and American planes by patronizing our flag lines. We must keep faith with these people."

Jetliners would require changes in airport routine and longer runways, he claimed. (The Avro Canada Jetliners lands and takes off in less distance than many standard airliners). "In commercial air transportation," he said, "safety must be first, last and all the time."

Jetliners are newsworthy, but prudent operators see them only as rays of hope.

## Hit U.S. Producers

Washington, April 18 — (UP) — Canadian and British passenger plane manufacturers are drumming up trade in this country today with

## RACE SCRATCHES

### JAMAICA PARK

First race—Chaldia, Jhansi.  
Second race—Hay Rita.  
Third race—Zanella, Doby, Ventolino.  
Fourth race—Follansbee.  
Weather clear; track fast.

### GULFSTREAM PARK

First race — Camembert, War Page, Ackley, Wee Hal.  
Second race—Alma's Pet.  
Third race — Slamming Slam, Double Barrel, Abbe Sting.  
Fourth race—Window Shopper.  
Sixth race—Great Fun, Petrose Girl.  
Eighth race—Brogden, Journal, Insider, Dunder.  
Weather clear; track fast.

### LINCOLN DOWNS PARK

First race—Hadouyou, Fairjete, Duddle D., Shirley's Pride, Full Flush, Layaway.  
Second race—Will Markham, Sandslinger, If You, Count Alert, Blenweed, Easter Morning.  
Third race—Gold Sunset, Dainty Breeze, Beth B's First, The Rhur, Sunny River, Puttithere.  
Sixth race—Bel Beau.  
Eighth race—Down Town.  
Weather cloudy; track fast.

### HAVRE DE GRACE PARK

Second race—Royal Smile.  
Third race—Cockle Shell, Rigor Mortis, Miss C.O.D., Statehood.  
Fourth race—Bay Orders, Cactus Foot, Galamilk.  
Fifth race—Gay Patty, Cockofthewalk, Pip Pip.  
Sixth race—Arcave, Ida C., Ima Scholar.  
Eighth race—Farm Maid, Boness.  
Weather clear; track fast.

a couple of items that hit U.S. producers where it hurts. They are jet-propelled transports and small feeder line planes. Neither type is in production here.

Canada's Avro Jetliner, a 60-passenger ship, made the 359-mile run from Toronto to New York International airport this morning in just over half the airline time of one hour 45 minutes. The plane, built by A. V. Roe Canada Ltd., is described as the "world's first inter-city jet-propelled passenger plane" and is to haul the first mail carried in a jet transport.

Two British manufacturers have exhibited in less than a week feeder airliners with a capacity for eight to 12 passengers.

Percival Aircraft Ltd., had its agents stop off at the National airport with two "Princes," twin-engine ships being ferried to the Shell Oil Co. in Venezuela. The Prince cruises at 168 to 191 miles an hour, has a high wing which gives passengers good visibility and is built to carry eight to 12 persons—a goodly load on many U.S. short-haul routes.

A De Havilland "Dove" was turned over to the British embassy yesterday. Christopher Clarkson, civil air attache, immediately flew it to Columbus, Ohio, to demonstrate it at a conference of airline and airport operators. The Dove carries eight to 11 passengers and cruises at about 179 miles an hour.

## Said Needed for Profit

Many authorities have contended that a specially designed feeder-type plane is one of the factors needed to make feeder airlines profitable. At present, they use larger twin-engine planes of pre-war vintage for the most part.

Beech Aircraft Corp., Wichita, Kan., has its "twin quad" in the experimental stage. Said to be suitable for feeder operation, it is a 20-passenger plane with four engines operating two propellers. Both Lockheed and Boeing developed feeder planes after the war but gave up the projects when it appeared they would lose money on them.

The Avro Jetliner, according to its manufacturer, was designed "to meet U.S. civil aeronautics authority performance and safety requirements" and was "engineered to U.S. manufacturing standards."

British manufacturers also have advanced type transports flying, and are eyeing the U.S. market. No jet transport is off the drawing board yet in U.S. plants.

Planes, house organ of the U.S. aircraft industry, reported that the British government has spent "at least" \$300,000,000 on its effort to lead the field in development of jet and other advanced type passenger planes, but said actual performance is as much as two years behind forecasts and "virtually all" the world's major airlines use U.S.-built conventional transports.