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57TH YEAR

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TORONTO DAILY STAR

THE WEATHER
Toronto and vicinity—Thursday:
Sunny, hot and humid. Low tonight,
73; high Thursday, 98.

WEDNESDAY, AUGUST 10, 1949—44 PAGES

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NIGHT

LATE
SPORTS

EDITION

CANADA JETLINER FLIES TEST

Hint Ottawa

10 MINUTES TO FALLS CANADA'S JET AIRLINER 'YEARS AHEAD OF U.S.'

By WILLIAM STEVENSON

Its four jet engines screaming, Canada's first jet airliner took off from Malton airport this afternoon and 10 minutes later was at 8,000 feet over Niagara Falls.

Beat U.S. by Years

Completion put Canada just a fortnight behind Great Britain and years ahead of the U.S. South of the border U.S. officials admit they haven't begun to enter the jetliner field.

While no speed performance figures were immediately available, watchers calculated the XC-102 flew the 50 air miles against a head wind in 10 minutes while climbing from 1,500 to 8,000 feet—figures which indicate a cruising speed in the neighborhood of 400 miles per hour. (Cruising speed is invariably faster than an aircraft's climbing speed.)

After landing at 90 m.p.h., the pilot reported among other figures that he had cruised at 13,000 feet at 280 m.p.h. The low landing speed indicated the stability of Canada's new liner.

The first all-jet airliner designed exclusively for intercontinental air routes, the A. V. Roe jetliner, came out of her hangar and took off at 3:35 p.m. with test pilot Jimmy Orrell at the controls.

To the hundreds of watching workmen who spent a million work hours on the ship, the take-off was

latest ship handled easily. Accompanying them as flight engineer was Bill Baker.

The jetliner which came through with such flying colors today is Canada's bid for a share of the passenger traffic of tomorrow's airways — both as a supplier of foreign airlines and as a carrier for Canadian airlines.

The jetliner's performance indicates Canada is keeping close to the lead and years ahead of the U.S. in the scramble for leadership in air travel on the continent.

A triumph for A. V. Roe officials who have kept the date of this important moment in aviation history a secret, the flight was squeezed between routine landings and take-offs of T.C.A. aircraft.

Incoming T.C.A. flights were warned to await clearance for landing by control tower radio. The airfield was clear of aircraft as the test flight began.

Pilot's Wife Waits

To one spectator, the flight of the graceful silver and yellow giant was just as important as it was to A. V. Roe officials. Mrs. Orrell sat in a friend's car while her husband gunned the big ship down the runway for the first time. His radioed message from Niagara Falls that the aircraft was handling well caused her to cross her fingers and say "That's wonderful—but it will be even more wonderful when he's down again."

An hour later the jetliner was back on the tarmac and Skipper Orrell and co-pilot Don Rogers told waiting Roe officials that their

To the hundreds of watching workmen who spent a million work hours on the ship, the take-off was the big moment in a chapter of aviation history started behind closed doors at Malton. The time of the test flight was kept secret and sandwiched between regular flights.

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TRUCKS COLLIDE DRIVERS KILLED 2 CHILDREN HURT

Woodbridge, Aug. 10—Two men are dead, and two children are in Peel Memorial hospital, Brampton, following a crash between two trucks at the intersection of No. 7 and No. 27 highways today.

Dead are: Harold Deans, Holland Landing, and Douglas Raine, Streetsville. Both were drivers of the trucks.

Two children, Robert Raine, seven, and his sister, Linda, five, who were in the truck with their father, were rushed to Peel Memorial.

(Continued on Page 2, Col. 4)

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