



None Hurt, Little Damage as America's First Jet Airliner Crash Lands With Undercarriage Up —Globe and Mail—Gabura.

Anxious A. V. Roe officials and workers swarm around their pet job, three years a-making, down on her jet nacelles.

Jetliner Slides in at Malton When Landing Gear Fails

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Experts last night were trying to find out why Canada's new giant jet airliner was forced to crash land at Malton yesterday on its second test flight.

The plane's three methods of lowering the undercarriage all failed. She slid to a stop on her belly with only one of her three wheels lowered.

Company officials knew half an hour before that the landing gear was out of order and 2,000 spectators from the administration block and Roe Factory were removed from the field to points of safety. Fire trucks and ambulances stood by in case of need.

The 50-passenger jet plane—the second commercial jet aircraft to take the air anywhere in the world—was but slightly damaged. An official of A. V. Roe (Canada), makers of the plane, said last night that the jet tubes, which protrude 10 feet behind the wing, and the rear tail-skid were bent. That was the only damage, he said.

The company expects the plane to fly again in two weeks. It made its first flight a week ago.

The silver giant bumped and skidded its way across Malton field at 1:10 p.m. yesterday. She came in with her nose wheel down and the main undercarriage doors open.

Test Pilot James Orrell — chief tester for Avro in Manchester, Eng—was at the controls. He was with Toronto Test Pilot Don Rogers and Engineer Bill Baker.

Orrell found out the undercarriage had failed after he had been flying an hour.

What happened then was described by 28-year-old Andy Gabura, engineer of The Globe and Mail's Mallard plane, who saw the crash.

He said: "I went on the field at 12:30 p.m.; the time the failure was reported. They had a radio hookup from the plane to the control tower and to a car on the field.

"Orrell buzzed the field. The front wheel was down. He went once to have a look. Then he made two more runs, but he was going too fast and too high to land.

"The pilot was faced with a problem. He had a new ship, did not know how it would behave. The flaps were not down to stop her.

"On the fourth run, Orrell brought her down. The plane was floating and would not edge in properly, but he did a great job. "He came in on the grass just

north of the east-west runway. He did not have much room because the new north-south runway had made the ground rough.

"There was a cloud of smoke and dust. She bounced a little twice then skidded in. She skidded 1,500 feet and stopped 50 feet short of the highway fence where a crowd of people and cars were waiting."

An A. V. Roe official said last night: "We do not yet know why the landing gear failed. They are normally checked before takeoff.

The jet's landing gear is operated three ways, by:

1. An electric motor-powered hydraulic system—the normal routine method.
2. A manual hydraulic system, supporting the electric one.
3. An emergency system, operating by gravity and the weight of the landing gear. This is operated by a cable attached to a lever.

Orrell quickly discovered the first two would not work. The emergency was pulled but also failed to operate. The undercarriage doors opened, but the pins on the two main wheels jammed, although the front wheel dropped. The cable broke, it was reported to the ground by radio.

A thorough check will be made as soon as the jet can be returned to the hangar, probably today. The landing gear was checked hundreds of times when the jet was still in the workshops before the first flight.

An official for A. V. Roe, said the experts were satisfied with the unexpected test. "The high safety factor in jet airliners was proved," he said.