



6030 Canada's first home-built jet, the Avro C-102, yesterday took to the air at Malton Airport on a history-making test flight. It marked the first time this country's aviation industry had turned out a jet-propelled aircraft.

Malton Test Success, Jetliner Buzzes Field

By JAMES HORNICK

Airline technicians from all over the world are expected here soon to examine the latest thing in transport. Object of their interest is the four-engined Avro Jetliner which flew yesterday for the first time.

Designed by an all-Canadian team and produced at the Malton plant of Avro Canada Ltd., the Jetliner is the only aircraft of its kind on the North American Continent.

In the United States at least three nationally known manufacturers have commercial jets on the drafting board. None, however, is believed anywhere near the flight stage. The Canadian product, therefore, enjoys a potential market rarely surpassed.

Although minor refinements have yet to be made before the Jetliner goes on the production line, Avro Canada is confident of profitable response from several airlines in the Western Hemisphere. The first, of course, is TCA.

Trade Minister Howe announced several weeks ago that Trans-Canada Air Lines had embarked on a general retirement plan for its 21-passenger intercity Douglas DC-3's. The obvious successor is the jet, which can carry 50 passengers 430 miles an hour at 30,000 feet.

To meet the new competition from TCA, such operators as American Airlines and Colonial Airlines will have to study the Jetliner. Others in the American field are thinking in terms of faster equipment; if they want jets, Canada is their only market in the near future.

In Britain, the deHavilland Enterprise recently flew its four-engined Comet for the first time. Canada emerged second in the world race to turn out a transport designed from scratch to carry jet engines. But, although it lost to Britain, yesterday's performance places it far ahead of the United States.

Pilot James Orrell made a 2,000-foot takeoff, climbed to 500 feet and made a low circuit of the field. He had originally intended to climb quickly to maximum altitude but the machine responded so well to its controls he buzzed the factory before going up.

The three-man crew took the Jetliner up to 12,000 feet where indicated airspeed was 250 miles an hour. In terms of ground speed, this would be considerably more. At no time did Orrell strain the aircraft to its ultimate in performance.

In the co-pilot's seat was Don Rogers, chief test pilot for Avro Canada. The air engineer was Bill Baker. Orrell came here several weeks ago from Avro Manchester in Britain to take part in the preliminary tests.

A Mitchell bomber of the RCAF took off shortly after the jet to accompany it on the test and take a series of serial pictures. Orrell had to throttle well back to keep the Mitchell within sight.

Walter Deisher, Avro's vice-president and general manager, said last night the new plane would now enter a period of flying and shakedown tests to qualify it for a certificate of airworthiness.

From then on, the Canadian product will be a big competitor in the world market for air transport.