

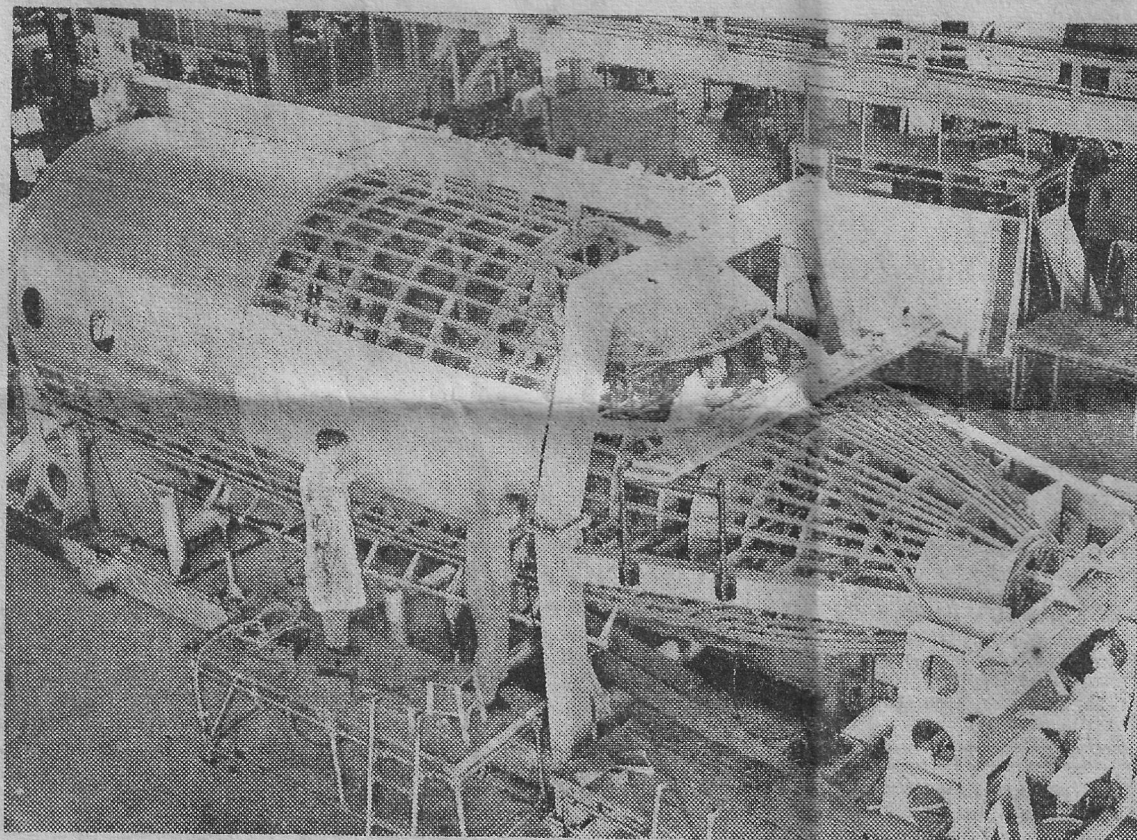
Probe Jet Fighter "Leak," But Here's How Transport Looks



Canada's own all-jet airliner, the Avro Canada four-jet C-102, is seen here as it will be seen in test flights over Malton next spring.

PLANE PIONEER DIES

Burnham-on-Crouch, Essex, England, Nov. 13—(AP)—Noel Pemberton-Billing, British inventor and pioneer aviator, died Thursday at his home here. He was 68. In 1908 he built a tail-less monoplane which took off from the ground and soared 60 feet.



Nearing completion is the nose section of the C-102, seen here in main assembly jig as workmen apply special aluminum skin covering.

WHILE RCMP and RCAF officials probe the information leak which permitted a story to appear in a U.S. aviation magazine giving details of Canada's XC-100 twin-jet fighter plane being built at the Malton plant of A. V. Roe Canada Limited, the wraps have been taken off the C-102 four-jet transport.

Sister project to the fighter at the Malton plant, where early this year the Avro Chinook jet engine was given test runs, the C-102 took shape on the drawing board in 1946 when development work was started on the Chinook and the fighter. Two prototype models of the transport are in process, and it is hoped test flights

will be made early next year.

Designed to boost modern airliner speeds by 100 mph, the C-102 was planned with an eye to TCA domestic routes, and with a medium range will carry 40 passengers at speeds of better than 430 mph.

The Avro C-102's 430 miles an hour is nearly twice the speed of TCA's Montreal-built North Star, and three times the speed of the Douglas DC-3, which are standard feeder-line equipment on major United States air lines.

The company said the C-102, "a sensational departure from conventional aircraft design," will be test-flown by D. H. Rogers, and sent to Britain for special training at Woodford, Lancashire.

The company claims the C-102 as the world's fastest commercial airliner.

The ship is to require only 4,000 feet for a take-off run with an all-up weight of 52,500 pounds, including 12,500 pounds payload. Under

these conditions it will be able to operate from all TCA mainline fields now scheduled.

A low-wing monoplane, with high tailplane, the transport has an overall length of 82½ feet and wingspan of 98 feet. It is powered by four axial flow turbojet engines slung in pairs beneath each wing.

Fully pressurized, it will cruise at better than 20,000 feet, with a ceiling of 35,000 feet, which would indicate that it would be used on trans-continental routes with few intermediate stops.

The prototypes will be powered by four Rolls-Royce Derwent V engines, each rated at 3,500 pounds thrust. It was originally planned to use Rolls-Royce Avon engines, rated at nearly 7,000 pounds thrust each, until the newer, bigger Avro Canada engine, the TR 5 Orenda, is ready.

The Orenda, big brother to the Avro Chinook engine, will not be ready for airline service for at least a year.

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