CANADA LEADS HEMISPHERE AS FIRST PURE JET PASSENGER PLANE TAKES TO THE AIR AT MALTON

LEADING NORTH AMERICA in the pure jet air passenger field, Canada yesterday saw the Avro Jetliner, first of its kind in this hemisphere, take to the air at Malton. The four-engined craft will carry 50 passengers at 430 m.p.h., at 30,000 feet. It is now on shakedown tests

IN FLIGHT, the jetliner is graceful, swift. It climbed to 12,000 feet, flew 250 m.p.h. during yesterday's test, Pilot James Orrell said

CROWD WAS ATTRACTED by gleaming ship. Day was called "momentous" one for Canadian aviation. No U.S. passenger-carrying pure jet is believed anywhere near flight stage as yet, although several firms are planning to produce them

JETLINER TEST CAUTION PAYS SAY TRIUMPH FOR CANADIANS

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test flight might have ended in a pile-up.

"Real Treat to Fly"

Instead, watching technicians in straw hats and shorts dropped the paper cups from which they were sipping water to cheer, and waiting fire-trucks tagged on behind the Jetliner as she whined back to the hangars.

"A T.C.A. man told me he'd never landed in such conditions," said Orrell afterward. "In every way, the machine proved her excellence. Control was light, response swift. It was a real treat to fly."

So ended the first chapter in a new volume of aviation history. It began early in the day, when word went round the A. V. Roe plant that "This is it." Loyal workers who had refused to breathe a word about the forthcoming test drifted into the sweltering heat shortly before 3 p.m., and in the canteen, helpers began filling jugs of cold water to refresh dry-mouthed spectators.

Once again the familiar whine of the four Rolls-Royce Derwent V turbo-jets echoed across the field. Every morning for weeks, the sound had roused airline passengers and officials in adjoining buildings. Now, it registered only with control-tower officials warned of the approaching flight.

Wife Waited In Car

But this time the airliner, low-slung because no props were there to strike the ground, crept out to the end of the runway. Workers crowded hangar roofs and lined the perimeter track. In a car, sitting in the rear with a coat slung over the window, sat the pilot's wife.

Aboard the Jetliner, Don Rogers sat in the co-pilot's seat while Engineer Bill Baker checked quivering needles. At 3.35 p.m. the turbo-jets revved up to shoot astern a blast of hot air that will roast a man at 150 yards. Orrell released the brakes and the Jetliner began her run.

"Even at that time, the wind was 35 knots and 30 degrees off the runway. But we were off in 2,000 feet at 100 m.p.h.," said Orrell.

"I felt so pleased with the way she handled, I asked permission to make a low circuit. Control tower officials were very good—they said go ahead. So I came over at 200 feet, then climbed away to 13,000."

Watching the sleek ship shrink to a pin-point against the cloud-banks, Mrs. Orrell said, "What a grand take-off. I'm sure everything's O.K." Twenty minutes later, a tractor driver rode up.

Everything Fine at 8,000

"He's reported everything going fine at 8,000 feet." Mrs. Orrell smiled brightly. "That's good, isn't it?" she said.

High over the Niagara peninsula, Orrell gave Don Rogers the controls "for the sake of comparison," he explained. "We didn't exceed about 280 m.p.h.—not for this first flight."

A Mitchell bomber with photographer aboard rendezvoused with the Jetliner for several minutes, calling Orrell by his radio call-sign of "GF/EJD," the plane's registration number. As the bomber came in to land, Orrell followed it in for a 100-foot high fly past, then climbed away to land.

In a long, straight approach the Jetliner came in, yawing as Orrell corrected drift. She touched down, floated and, then settled with aggressive finality. Mrs. Orrell grabbed a friend by the waist as on lookers cheered. "Thank goodness, he's down," she said.

Orrell taxied past a few minutes later. His wife waited for the thumbs-up signal from him, then waved. He rode on into the parking bay. The whine of the jets stopped. Steps were wheeled up to the fuselage door. Baker swung it open, then stepped aside as the crowd cheered and clapped and Orrell, perspiration on his face and his shirt wide open, ran down the steps to meet a shower of handclasps.

"Like a Darn Fighter"

"Yes, very nice," he was saying as men and women surged round. Rogers and Baker joined him. "Like a darn fighter," said one. "Terrific," said the other.

How did the jets function, Orrell was asked. He grinned. "Baker looked at the dials and shouted 'Blimey, everything's perfect'," he said.

That is how aviation's newest chapter was written. It may not please technically-minded folk, but just for the record, that's the way Canada set foot on the final rung to aviation fame.

Years ahead of the U.S., in step with Britain, the nation's native-born designers had overnight taken a lead in the world's most competitive element—the air.

Won't Clash With Comet . . .

Avro Jetliner, designed for fast continental services, will supplement the six-hour transatlantic crossings offered by Britain's D. H. Comet. Neither machine competes in any way with th eother.

Jetliners are likely successors to T.C.A.'s retiring D. C. 3 21-passenger airliners, while 14 Comets are already destined for British Overseas Airways.

Minor modifications will be made to the Jetliner before she competes in world commercial transport markets, said Walter Deisher, A. V. Roe's vice-president and general manager.

Comet Reaches 36,500 Feet

Hatfield, Eng., Aug. 11—(Reuters)—A test pilot yesterday took Britain's "top secret" airliner, the four-engined all-jet De Havilland Comet, up to a height of 36,500 feet, it was announced last night. The Comet already has exceeded 400 m.p.h. at reduced engine power in 14 trial flights since her maiden flight July 27.