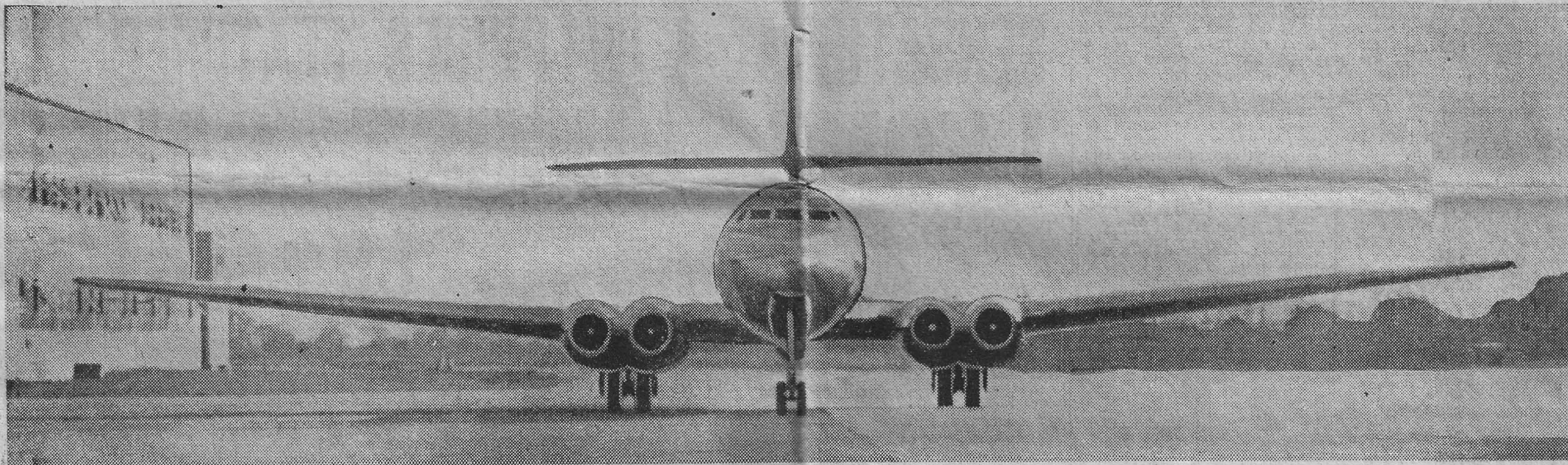
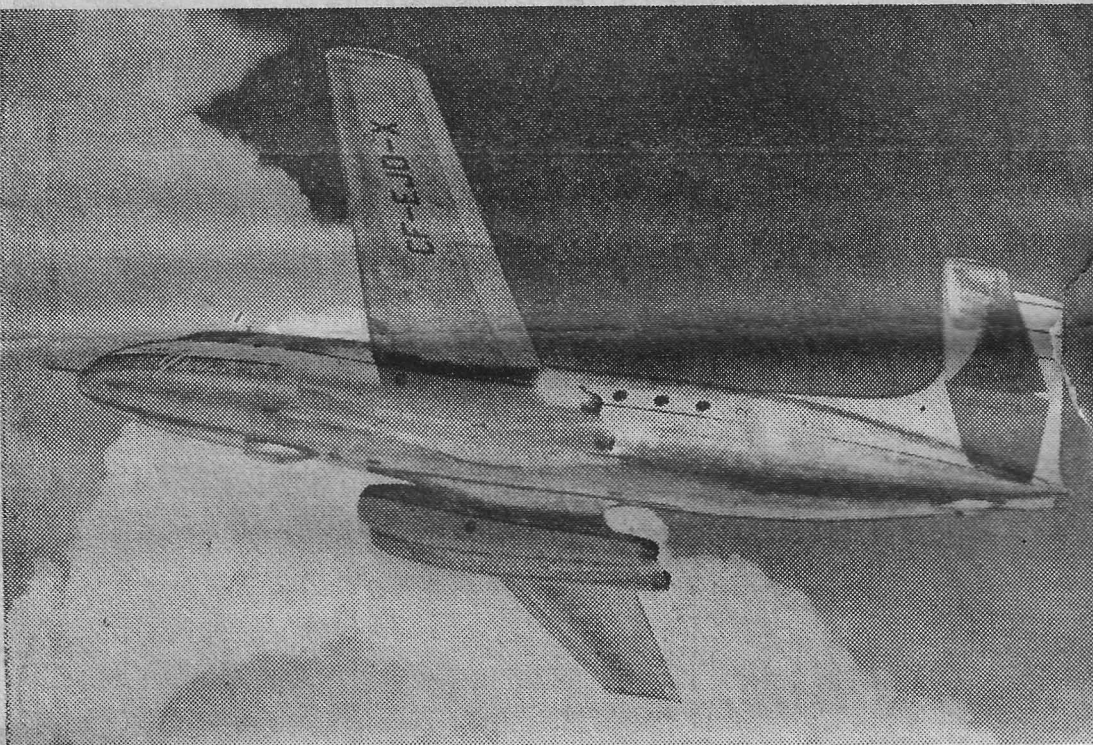


"Flies Like A Bird"—Test Pilot Praises New Jetliner



Aimed at world leadership for Canada in the jet airliner field, the Avro Jetliner, shown above in bow view, won world acclaim in her maiden trials yesterday.

Telegram



Jet-liner takes her maiden flight . . .



. . . and comes in for a landing after history-making test.

"Just A Piece Of Cake" Veteran Says Of Trial

ONE ENGINE CUT OUT CONTROL STILL PERFECT

By ALBERT TURNER
Telegram Aviation Reporter

"She flies like a fighter!" That's the assessment of Canada's Jetliner as made by James Orrell, Britain's topflight test pilot who came from Avro Manchester to take part in the maiden flight of the four-jet transport built by Avro Canada at Malton.

"It was a piece of cake. That's about all you can say. It was just a piece of cake—but the nicest piece of cake I've ever had," continued the veteran of more first flights than he cares to remember.

Greatest tribute he could pay to the Jetliner was the fact that before he had been in the air 40 minutes, Jimmy Orrell had sufficient confidence in the ship to cut one engine, and fly it on three.

"It was wonderful," he said. "Behaved like a bird."

THREE YEARS' WORK

The Avro Jetliner, which flew for the first time at Malton yesterday afternoon, is the product of three years' design, development and just plain hard work by the Canadian Avro organization.

It is the first aircraft in North America to be built from scratch as a jet-powered transport—and is acclaimed by every one of the scores of technicians and experts who have seen her as the prettiest—in appearance and performance—airplane in the world.

"We're not just saying that," continued Jimmy Orrell after 70 minutes flight in the sleek gold and silver beauty. "We just can't say anything and face the facts."

"We were flying at about 12,000 feet, with 250 mph indicated, and I just couldn't help thinking to myself, 'boy, I bet we could do any fighter a bit of harm if we had a go right now.'"

CROSSWIND TO FIGHT

He pointed out that all his praise of the Jetliner was deserved, and couldn't be lessened by the fact that the weatherman turned out to be the proverbial skunk at the garden party by laying on a crosswind of nearly 50 degrees at 35 m.p.h. across the runway.

"There are a lot of factors for a pilot to consider on a prototype flight," Jimmy Orrell pointed out. "but in this case it turned out all we had to worry about was the weather. It was a piece of cake, right from start to finish."

Just what a "piece of cake" it was, was explained by Don Rogers, Toronto boy who is chief test pilot for Avro Canada, and who flew the ship with Orrell.

"We knew it was perfect as soon as we got off the ground," Don recalled. "We had intended to get off, get up to a safe altitude, and get out

of town for our tests. As soon as we were airborne you could just feel we were in. It was so definite, that Jimmy said 'Better get an O.K. to buzz the field, I think we'll make a circuit before we head up.'"

CUT OUT ONE ENGINE

"It handled like a feather. The weather was a bit gusty, but you wouldn't believe how she handled," he said.

Just how good he thought the Jetliner was, and how confident he was in the ship, was confided to The Telegram by Jimmy Orrell.

"We cut one of the outboard engines just to see if she was as good as we thought she was, and for all the difference it made to control, you wouldn't know she was on three engines."

"In England I guess we would say she behaved 'very well,' but today I can't—she was wonderful," he said.

While pilots Orrell and Rogers were bubbling over with praise of handling qualities, Flight Engineer Bill Baker was none the less enthusiastic about his part of the flight.

"It was perfect—the engines were faultless, everything went right to the letter," he said.

HUGE EXHAUST CONES

Bill Baker also revealed the secret of the quiet flight of the Jetliner, which makes hardly any more noise than a Vampire single engine fighter.

"We have four engines, but we are using the longest tailpipes of any ship in service," he stated. "We have 120-inch exhaust cones, which keep down the sound to an amazing degree."

"It was so quiet in the ship we didn't even bother using the ear-phones and mikes—we just turned on the loud speakers, and carried on in ordinary conversational tones."

"I was even amazed myself—everything was so sweet, so simple and so perfect," he added.

The entire conversation of the crew, the ground handlers, and the traffic control tower was recorded by a tape recorder located on the ground. In this way, it will be played back and every criticism—if there were any—analysed, and every suggestion checked for action.

Members of the crew were not the only ones singing the praise of the Jetliner. Avro Canada general manager, W. P. Deisher, said: "We have such a good ship because we have such a good team to plan and build it."

STAFF KEEN ON TRIALS

He admitted afterwards that it was just as well the Malton plant is closed for two weeks holidays, because there wouldn't be any work done around there anyway while the trials are going on.

At the same time, a representative of a national airline, though he could not say what his company planned, predicted that airlines from around the world will beat a path to Malton to see, assess and buy the ship.

"So if we don't buy them . . ." he just shook his head.

On one other point James Orrell was definite.

"I never saw such superb workmanship put into a prototype, and I'm sorry to say it is a quality that seems to be lacking these days," he said. "When you see that kind of work, you can't help but have confidence."

CAN USE TCA FIELDS

With the advent of the Jetliner, domestic air transport speeds jumped at least 100 mph. The Avro transport will carry 50 passengers at 430 mph along a skyway 30,000 feet up.

Of all-metal construction, with low wings and tail plane set well up the high tail, the Jetliner is a custom-built carrier for Canadian and world domestic air routes. It is an inter-city, short-medium range carrier, and will operate safely on any of TCA's present first-line fields.