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TORONTO DAILY STAR

THE WEATHER
Toronto and vicinity—Wednesday:
Sunny, not much change in tem-
perature. Low tonight, 60; high
tomorrow, 85.

57TH YEAR



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NIGHT

LATE
SPORTS

EDITION

WOMAN WOUNDED, KIN HELD

Wheels Lock in Air, Jetliner Crash-lands Safely



"BEAUTIFUL" CRASH LANDING OF CANADA'S NEW GIANT JET AIRLINER AT MALTON RESULTED IN VERY LITTLE APPARENT DAMAGE

—Star Photo by Eric Cole

JETLINER CRASH-LANDS PLANE, CREW UNHURT PROVES SHIP'S SAFETY

By WILLIAM STEVENSON

To the whine of dying jet-turbines, Canada's first all-jet airliner crash-landed at Malton airport today before hundreds of spectators, who for 60 minutes had listened to a dramatic radio-conversation between pilot and control officials.

Test-pilots Jimmy Orrell of Manchester, Eng., and Don Rogers of Toronto, brought the giant chrome-and-silver airliner safely down with a jammed undercarriage.

No One Injured

With the two pilots was another Toronto man, Flight Engineer Bill Baker. No one was injured.

It was the Avro Jetliner's second flight, six days after her maiden trip proved an outstanding success. A fault in the hydraulic system, preventing lowering of the main undercarriage and flaps, was blamed.

Three approach runs were made by Orrell while routine air traffic remained clear. On the final attempt, he flew over the airport boundary at 50 feet, floated across the grass path which he had picked out between concrete runways, but failed to touch down until within a few hundred feet of the highway.

(Continued on Page 2, Col. 4)

THE WEATHER TUESDAY-WEDNESDAY

The Toronto and vicinity forecast is: Wednesday—Sunny; not much change in temperature.

Mean yesterday, 73, or 5 above av.
High yesterday, at 2.30 p.m., 81.
Low yesterday, at 6.40 a.m., 66.
Low today to 8 a.m., at 6.35, 66.
High since 1841 (in 1922), 93.
Low since 1841 (in 1880), 44.
A year ago: High, 83; low, 57.

Time	Temp.	Wind	Weather	Hum.
8 a.m.	68	N.E. 12	Clear	53
Noon	78	N.E. 12	Clear	49
Barometer: 8 a.m., 29.78; noon, 29.75.				
Toronto Calendar				
Sun sets tonight at 8.21 p.m., D.T.S.				
Sun rises tomorrow at 6.24 a.m., D.S.T.				



EMERGENCY LANDING WAS MADE WHEN UNDERCARRIAGE LOCKED UP —Star Photo by Eric Cole



ABOARD WERE D. ROGERS, CO-PILOT, J. ORRELL, PILOT, BILL BAKER

JETLINER CRASH-LANDS PLANE, CREW ARE UNHURT

(Continued from Page One)

Less than 100 feet from where trucks and cars lined the highway, the jetliner skidded to a halt. Fire-crews and tenders, some 500 on-lookers including A. V. Roe workers, and private cars swarmed toward the machine as the penetrating whine of her jet-turbines dropped to a whisper, then stopped.

High Safety Factor

Absence of fire, and an early report this afternoon that damage to the plane's structure was so slight it will resume flight-testing soon, were regarded by visiting technicians as tributes to the high-safety factor of jet aircraft.

This does not detract from the pilots' achievement in safely landing the aircraft. There never was a more capably handled crash-landing. For an hour I watched the jetliner circle the field to exhaust its two-hour supply of fuel.

While Don Rogers maintained contact with control-tower officials, Baker and Skipper Orrell tried every method for releasing the undercarriage. Resigned to a wheel-less landing, they flew until fuel reserves were almost gone, then made a preliminary flight over the field.

The whole airport had been alerted by this time. Aircraft radios were tuned in to the control-tower wave length, and in hangars and crew-rooms, crowds clustered to listen to the steady, unemotional drone of voices.

Using the plane's registration number 'GF-EJD' as call-sign, Rogers explained the situation. Routine messages were flavored by anxious control-officials with the frequent use of Rogers Christian name. When the Jetliner made its second approach, there was a shout of "You won't get in, Don."

But the pilot had already opened the throttles for another attempt.

A Beautiful Job

Unwilling to risk lowering his speed below the plane's estimated stalling speed of 90 knots without flaps, Orrell crept low into the field

on each of his first two balked approaches. His final landing, ending in a flurry of dust behind airport hangars, drew remarks like that of a Leavens Air Services pilot, who exclaimed, "It was a beautiful job. I never saw anything like it."