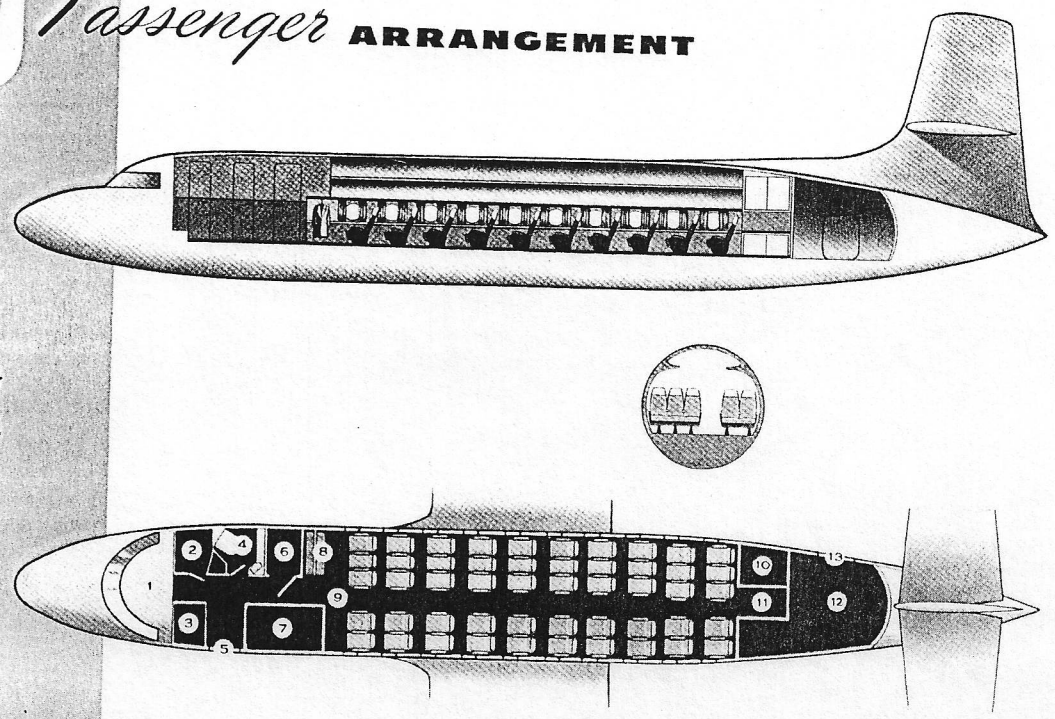


50

Passenger ARRANGEMENT

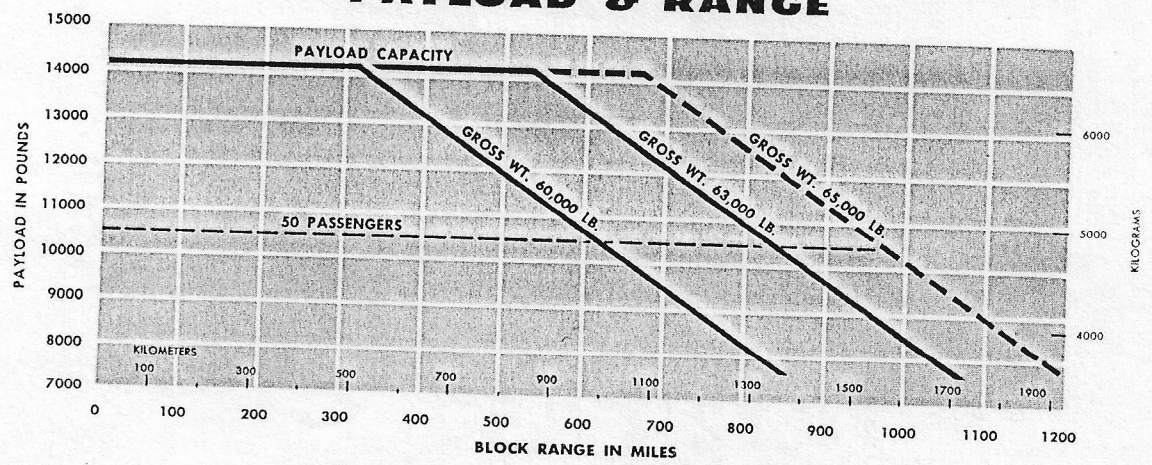
1. FLIGHT DECK
2. ACCESSORIES COMPARTMENT
3. RADIO COMPARTMENT
4. WASHROOM
5. ENTRANCE DOOR
6. CARGO (53.2 CU. FT. NET VOL.) (1,51 M³)
7. CARGO (121 CU. FT. NET VOL.) (3,43 M³)
8. COAT RACKS
9. CABIN
10. BUFFET
11. STEWARDESS STATION
12. CARGO (367 CU. FT. NET VOL.) (10,39 M³)
13. CARGO DOOR



50 passenger arrangement.

— VIA GIL DUNKIN

PAYLOAD & RANGE



WEIGHT SUMMARY

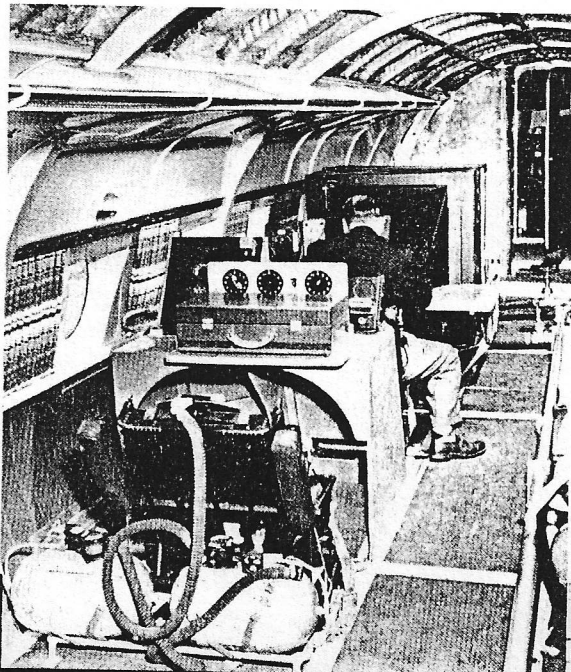
Operational Weight Empty.....	33,700 lb.	(15286 kg.)
Payload: 50 Passenger.....	8,000 lb.	(3629 kg.)
50 Coats.....	500 lb.	(227 kg.)
Passengers' Baggage.....	2,000 lb.	(907 kg.)
Cargo.....	3,882 lb.	(1761 kg.)
Total Payload.....	14,382 lb.	(6524 kg.)
Fuel.....	11,918 lb.	(5405 kg.)
Gross Weight	60,000 lb.	(27215 kg.)
Baggage Density—14 b. per cu. ft. (224 kg. per m ³)		
Cargo " 10 lb. per cu. ft. 160 kg. per m ³)		

FUEL RESERVES

Payload and Range curves allow sufficient reserve fuel to permit—

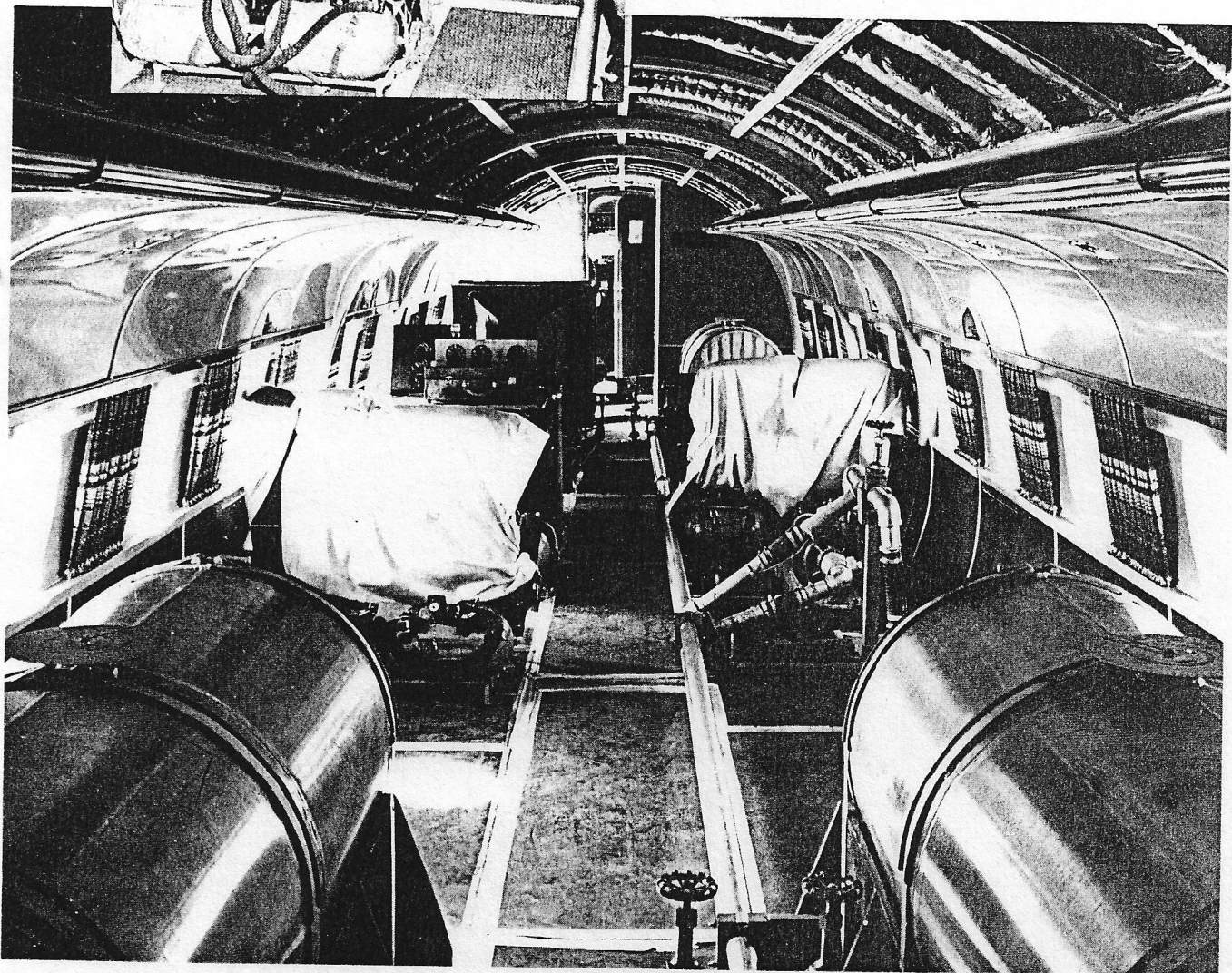
- 45 min. stacking
- 120 mile (193 km.) cruise to alternate destination
- 10 min. airport instrument approach

Payload & Range with 50 passengers and 3,882 lb. cargo & standard fuel reserves. — VIA GIL DUNKIN



*Test engineers stations and
special test equipment.*

— AVRO CANADA



Water ballast tank installation to simulate all c.g. variations with passenger distributions.

— VIA BOB HALFORD

LEADING DIMENSIONS

Wing Area	Gross 1,157 sq.ft.
Wing Span	98 ft. 1 in.
Aspect Ratio	8.31
Aerofoil	NACA 230 Series
T/C Ratio at Root	16.5%
T/C Ratio at Tip	12%
Incidence of Datum Plane	2½°
Dihedral on Datum Plane	6°
Fuselage Length Overall	82 ft. 9 in.
Fuselage Diameter	10 ft.
Undercarriage	Tricycle

ENGINE DATA

A civil version of the standard Rolls-Royce Derwent 5 engine was used and a brief summary of the performance is shown below.

	Engine Speed	Time Limit
Take-off and climb	14,700 rpm	15 mins.
Maximum continuous power	14,100 rpm	Unrestricted
Idling on ground (approx.)	3,500 rpm	

Relighting in the air was possible and numerous relights had been carried out during flight tests.

As the economy of the C102 had been worked out assuming that all engines were operating, relighting would not normally be employed. Each engine consumed less than 90 lb. of fuel in descent from 30,000 ft. at half maximum cruise rpm. If the operator felt, however, that any stacking should be carried out at fairly low altitude, two engines could be closed down to conserve fuel.

DESIGN COMPARISON WITH ORIGINAL SPECIFICATION

In view of the statements later made by TCA that the Jetliner was not suitable for their routes, it is of interest to compare their original specification, issued in 1946, after a great deal of study had been put into it by their top-level engineers and operations people, with the actual performance of the prototype Jetliner, which they rejected as not being up to their requirements. Their specification was aimed at their estimated requirements for some considerable time in the future..

TCA 1946 SPECIFICATION	ACTUAL PROTOTYPE
Still air range 1,200 miles	1,400 miles (2,000 miles with auxiliary tanks)
Payload capacity 10,000 lb.	12,700 lb.
Number of passengers 30	40 to 50 (capacity)
Cruising speed 400 mph	427 to 450 mph
Field length to take-off 4,000 ft. ICAN	3,100 ft. ICAN

It can be seen that even the prototype C102 met all of the specified TCA requirements around which the 1946 specification was written, so far as performance was concerned. The specification contained other general conditions, such as good controllability in all speed ranges. The DOT flight assessment report confirms the excellent flight characteristics of the aircraft. Serviceability was another concern expressed in the TCA spec. With the unique low profile of the aircraft on the ground, with almost all services within reach of the ground crews at standing height, the C102 was described by the National Airlines ground crews as a "dream to maintain."

The following is a brief summary of the first prototype performance.

C102 JET TRANSPORT — FIRST PROTOTYPE

Four Derwent 5 Turbo-jet Engines

Total Static Thrust at Sea Level (ICAN Conditions)	14,400 lb.
Maximum Gross Weight	to 65,000 lb.
Normal Gross Weight	63,000 lb.
Maximum Landing Weight	52,500 lb.
Still Air Range (with auxiliary tanks)	2,000 miles
Still Air Range (normal tankage)	1,400 miles
Cruising Speed at 30,000 ft. and 60,000 lb. gross weight	427 to 450 mph
Payload (maximum)	12,700 lb
Number of passengers (capacity)	40 to 50
Payload for 1,000 mile range with full ATA allowances at 65,000 lb. T.O. gross weight	10,500 lb.
Payload for 500 mile range with full ATA allowances at 60,000 lb. T.O. gross weight	12,000 lb.
Four Engine take-off over 50 ft. obstacle at 60,000 lb. (ICAN conditions sea-level)	3,100 ft.
Three Engine take-off with above conditions	3,525 ft.
Distance to Accelerate to Critical Engine Failure Speed and Stop-ft. (C.A.R. 04B.1221): 60,000 lb. Gross Weight at sea-level ICAN conditions	3,750 ft.
"Hot Day"	4,200 ft.
Landing Distance from Height of 50 ft. Sea level (ICAN)	2,867 ft.
3,500 ft. (ICAN)	3,064 ft.
Stalling Speed at landing weight of 50,000 lb. with flaps in landing position	87 mph
Stalling Speed at landing weight of 40,000 lb. with flaps in landing position	78 mph

SECTION 5

APPENDICES

APPENDIX 1:

Extracts from Brochure Issue 2 — for 30 seat Jet Transport for TCA — Around which original TCA letter of intent to purchase was written on April 9th. 1946.

SUMMARY OF PERFORMANCE & DIMENSIONS

PERFORMANCE

Fully loaded Weight.....45,000 lb.
Wing loading (lb.sq.ft.)..... 40.6
Power Loading (T.O.lb./lb.thrust)..... 4.1

ALTITUDE FT.	10,000	20,000	30,000
Maximum Level Speed	455 MPH	465 MPH	470 MPH
" Cruising "	400 MPH	416 MPH	426 MPH
Cruising at 7,000 RPM	347 MPH	359 MPH	357 MPH
Rate of Climb	2320ft/min	1635ft/min	955ft/min
Rate of Climb at SL.....	2980ft/min		
Time to Climb to 30,000 ft.....	16.65 min		

Take off over 50 ft. screen at Sea Level (concrete). 2290 ft
" " " " " 4,000 ft. (concrete) .. 2470 ft
Landing over 50 ft. screen at Sea Level (concrete). 3115 ft

SINGLE ENGINE PERFORMANCE

Rate of Climb at T.O. Power (ft./min.).....	880
" " " " Climb Power SL (ft./min.).....	660
" " " " " at 5,000 ft. (ft./min.).....	555
" " " " " " 10,000 ft. (ft./min.).....	360
" " " " " " 15,000 ft. (ft./min.).....	195

MAXIMUM CRUISING SPEEDS ON ONE ENGINE

Sea Level..... 240 MPH
10,000 Ft..... 234 MPH
17,000 Ft..... (Critical Height)..... 201 MPH

DIMENSIONS

Wing Area.....	Gross.....	1110 sq.ft.
" ".....	Net.....	970 sq.ft.
" Span.....		88 ft.
Aspect Ratio.....		7
Aerofoil Section.....	N.A.C.A. 230 series	
T/C at Root.....		16.6%
T/C at Tip.....		9%
Geometric Mean Chord.....		151 in.
Incidence of Datum Plane		4°
Dihedral on " "		4½°
Sweepback at .25 chord		5°

CONTROL AREAS

Aileron	77 sq.ft.
Tail Plane.....	125 sq. ft.
Elevator.....	80 sq.ft.
Fin.....	96 sq.ft.
Rudder.....	48 sq.ft.
Landing Flaps.....	91 sq.ft.
Overall Length.....	82 ft. 8 in.
Height.....	27 ft. 0 in.
Wheel track.....	13 ft. 4½ in.
Wheel size: Main.....	49 in. x 17.25 in.
Nose.....	26.61 in. x 8.05 in.

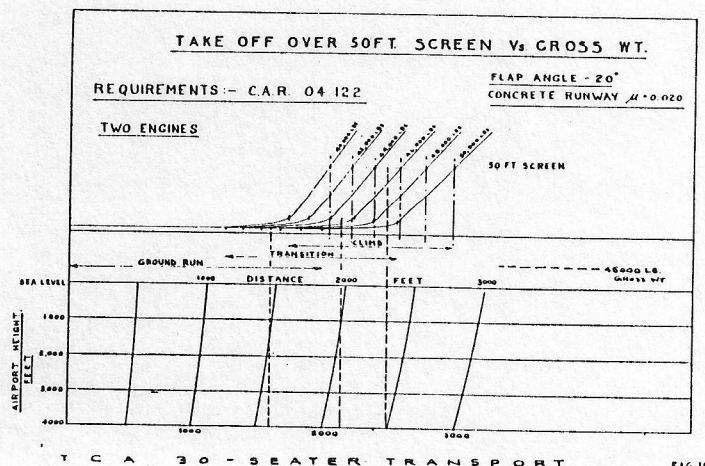
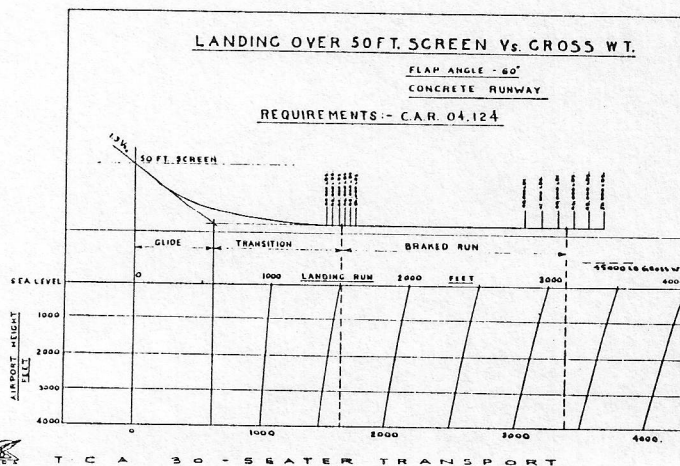
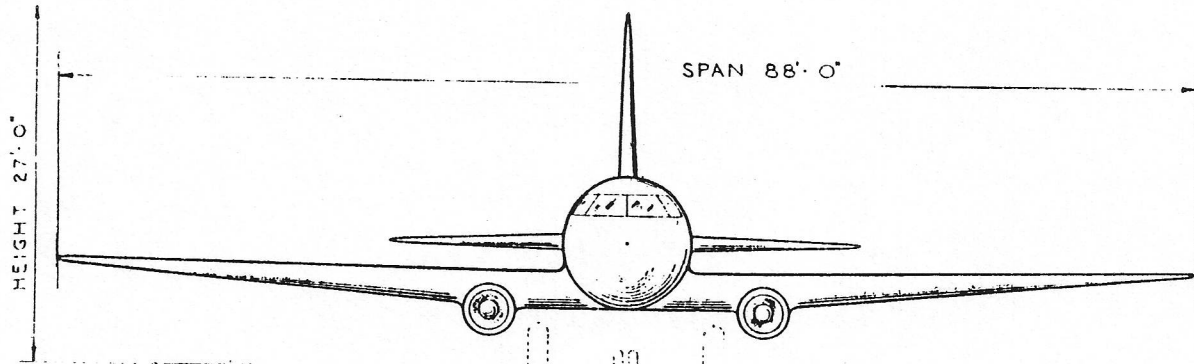


FIG. 16

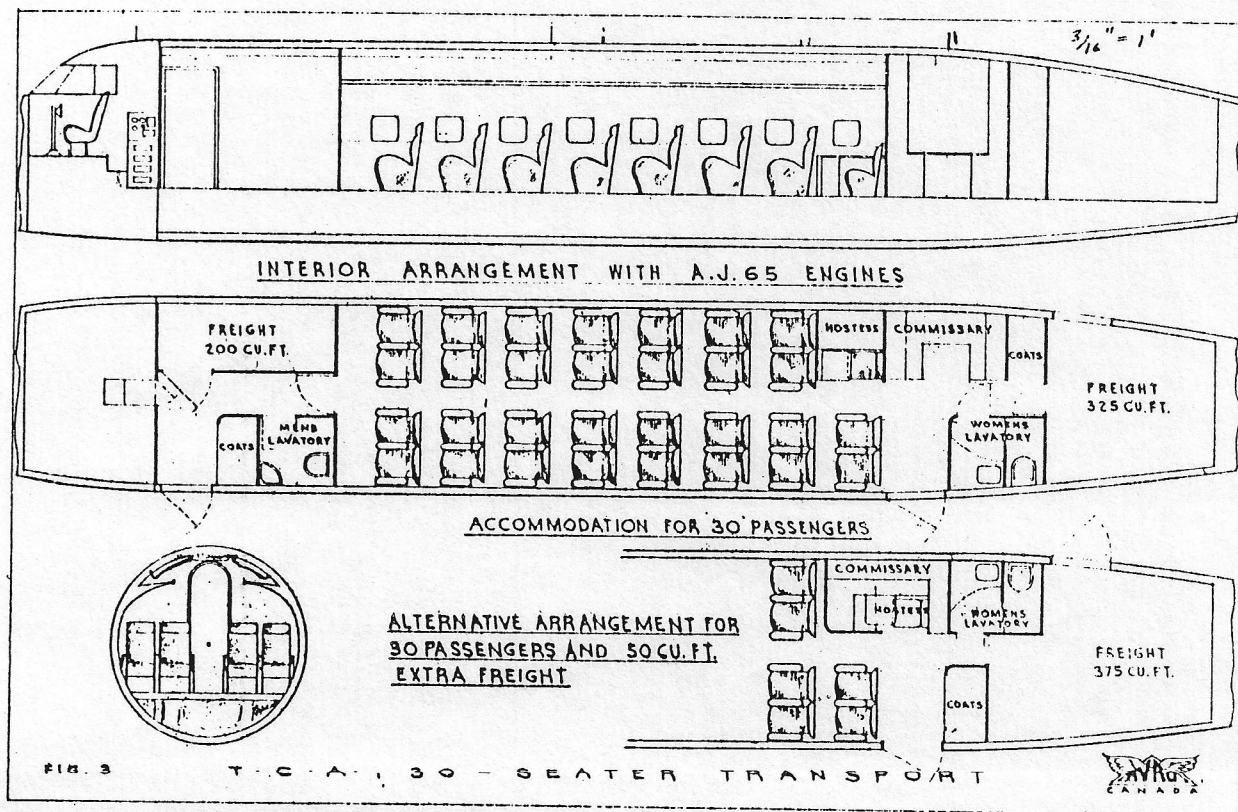
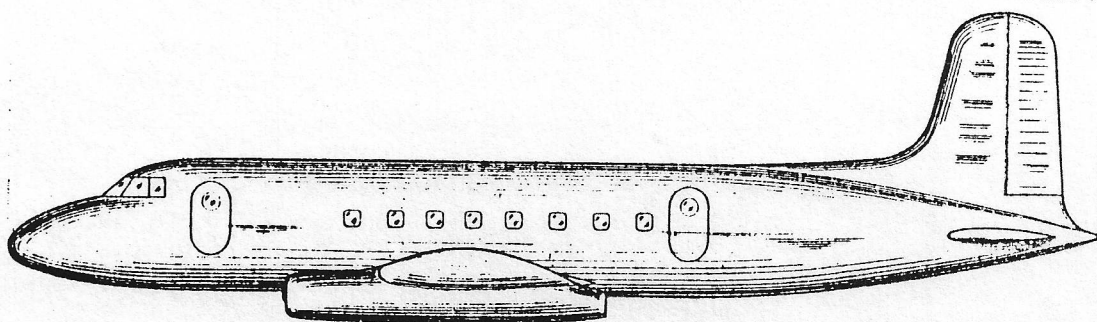


GENERAL ARRANGEMENT

WHEEL TRACK
13'-4 1/2"

2 ROLLS ROYCE - A.J.65 ENGINES

LENGTH 82'-8"



APPENDIX 2:

NOTE: As the design and testing program proceeded, the basic C102 design evolved — the high tail, engines central on the wing profile and increased span being the more obvious external changes. Brochure No. 3 also indicated seating for up to 50 pax. (with reduced freight) and other improvements not specified in the original TCA specifications, since TCA were at that time openly discussing their withdrawal from the project and Avro were considering the possible requirements of other airlines. (Note that there is no mention of TCA in this brochure.)

INTRODUCTION

The aircraft described in this brochure is designed to take advantage of the latest methods of propulsion and to provide a medium range passenger transport which can operate at speeds and altitudes appreciably greater than those at present obtained on internal airlines in any part of the world. In this way, operating costs can be reduced much below those for slower aircraft with the present forms of propulsion.

This aircraft cruises at 350 to 400 M.P.H., at 30,000 ft., or even 35,000 ft., and, with 30 passengers and a maximum of 4,300 lbs. of freight, has a range of 1200 still air miles.

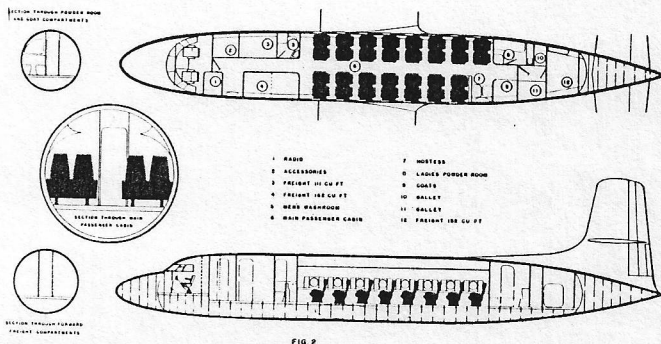
The above cargo load of 4,300 lbs., is quoted for a 1200 mile range, and is restricted by the gross weight of 47,000 lbs. This, in turn, is restricted by the fact that runways of less than 5,000 ft. appertain in Canada at the present time, and the 47,000 lbs. is the restricted gross weight for this length of runway under extreme temperature conditions and all allowances.

Where runways were larger than 5,000 ft., and maximum temperature conditions were below 100°F, larger freight loads could be carried for the 1200 mile range, or greater range could be given for the same pay load. The maximum cargo load with the 30-passenger version would be 5,840 lbs. with the present arrangement.

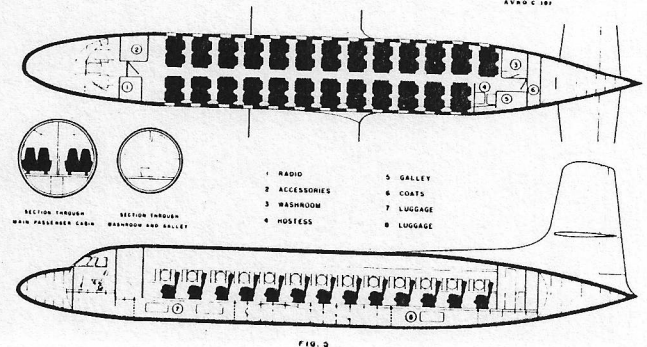
The cabin layout suggested in this brochure is suitable for the operator who has a demand for liberal freight space in addition to moderate passenger facilities. There is, however, no difficulty in providing a cabin layout to accommodate an increased number of passengers with reduced cargo capacity. For instance, 44 passengers can be easily accommodated. Alternative interior arrangement and weight summaries for 46, 48 and 50 passenger versions are shown.

The proposed aircraft is considered as representing the most practical layout for the immediate future, having regard to speed, balance and stability, pressurization, and in general, the advisability of introducing a minimum of untried features and at the same time providing an aircraft whose performance and functional efficiency is not likely to be surpassed for some years.

CABIN ARRANGEMENT - 30 PASSENGER



CABIN ARRANGEMENT - 50 PASSENGER





SUMMARY OF PERFORMANCE AND DIMENSIONS

PERFORMANCE

Fully loaded Weight..... 47,000 lb.
Wing loading (lb./sq.ft.).....42.7
Power loading (T.O.lb/lb.thrust).....4.28

ALTITUDE FT.
Maximum Level Speed 10,000 20,000 30,000
452 MPH 457 MPH 447 MPH
Maximum Cruising Speed 404 MPH 417 MPH 417 MPH
Cruising at 7,000 RPM 356 MPH 366 MPH 363 MPH
Rate of Climb 2163 ft/min 1555ft/min 922ft/min.
Rate of Climb at SL.....2890ft/min.
Time to Climb to 30,000 ft.....17.1 min.
Ceiling (R/C = 500 ft/min).....36,000 ft.
Take-off 50 ft. screen at sea level (concrete)...2475 ft
Take-off 50 ft. screen at 4,000 ft. (concrete)...2650 ft
Landing 50 ft. screen at Sea Level (concrete)...3240 ft

SINGLE ENGINE PERFORMANCE

Rate of Climb at T.O. Power (ft./min.)..... 880
Rate of Climb at Climb Power SL (ft./min.)..... 640
Rate of Climb at Climb Power at 5,000 ft. (ft/min) 495
Rate of Climb at Climb Power at 10,000 ft.(ft/min) 355
Rate of Climb at Climb Power at 15,000 ft.(ft/min) 210

MAXIMUM CRUISING SPEEDS ON ONE ENGINE

Sea Level..... 264 MPH
10,000 ft..... 264 MPH
18,000 ft..... 248 MPH

DIMENSIONS

Wing Area.....Gross..... 1100 Sq.ft.
Wing Area.....Net..... 970 Sq.ft.
Wing Span..... 95 ft.
Aspect Ratio..... 8.2
Aerofoil Section.....N.A.C.A. 230 series
T/C at Root..... 16.5%
T/C at Tip..... 12%
Geometric Mean Chord..... 139 in.
Incidence of Datum Plane..... 2 1/2°
Dihedral on Datum Plane..... 4 1/2°

CONTROL AREAS

Aileron..... 52.4 Sq.ft.
Tail Plane..... 157.2 Sq.ft.
Elevator..... 71 Sq.ft.
Fin (Dorsal)..... 105 Sq.ft.
Rudder..... 38.8 Sq.ft.
Landing Flaps..... 118.24 Sq.ft.
Overall Length..... 80 Ft. 7 in.
Height..... 26 Ft. 4.8 in.
Wheel Track..... 17 Ft. 8 in.
Wheel size: Main..... 48.5 in. x 17.3 in
Nose (Duo)..... 26 in. x 6.6 in

GENERAL ARRANGEMENT

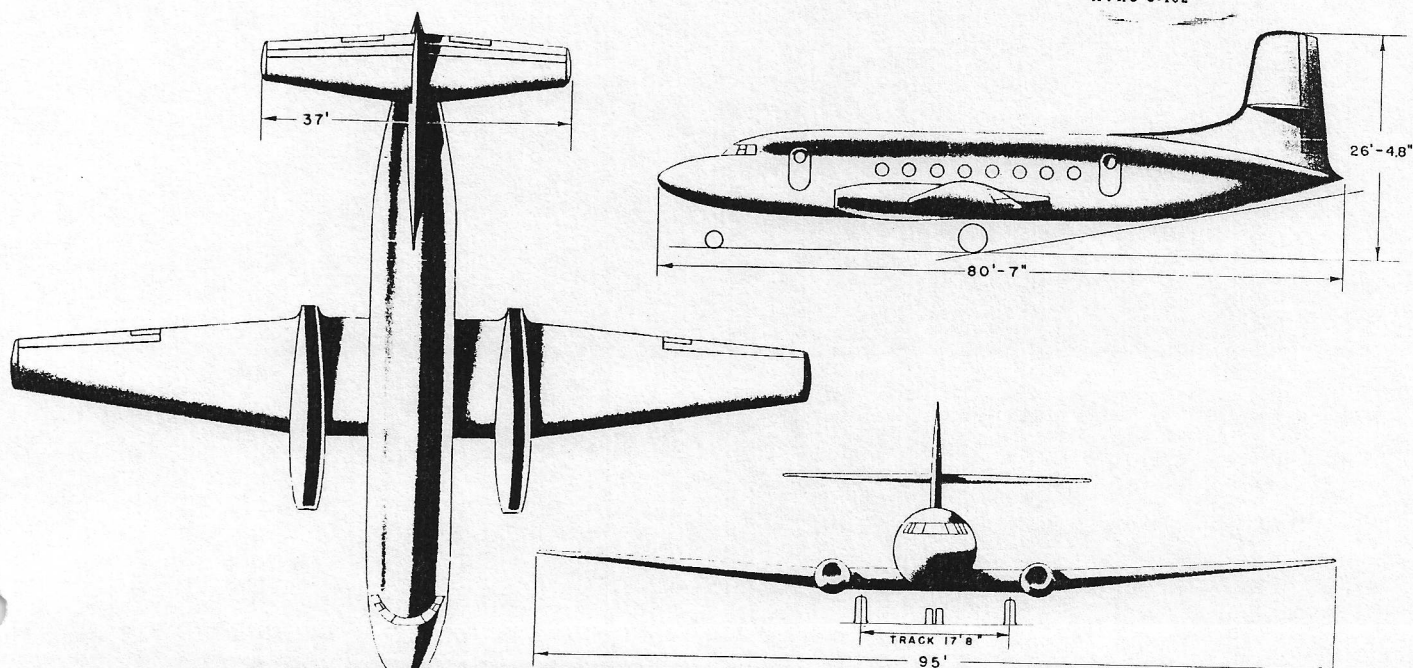
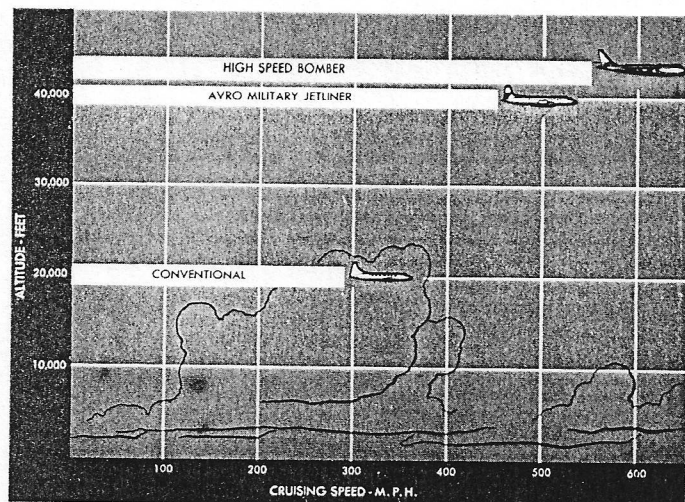


FIG. 1

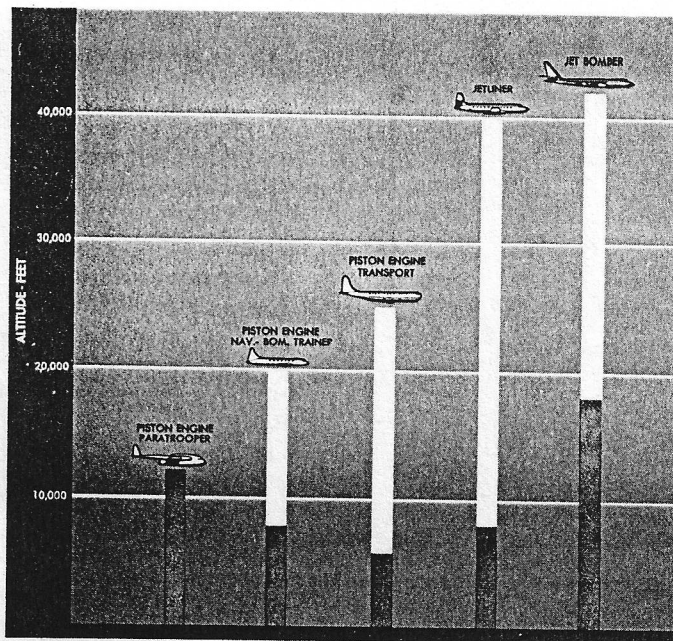
APPENDIX 3:

EXTRACTS FROM MILITARY BROCHURES

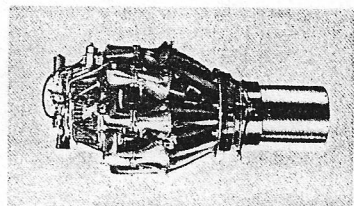
CRUISING SPEED



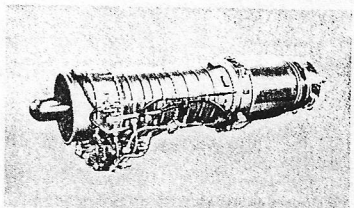
CRUISING ALTITUDE



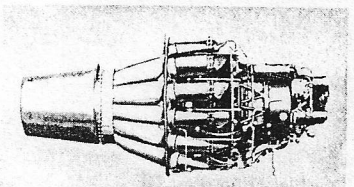
HEIGHT OF SHADED COLUMN INDICATES CABIN PRESSURE ALTITUDE IN RELATION TO THE AIRCRAFT CRUISING ALTITUDE



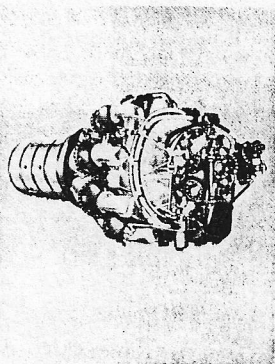
DERWENT V



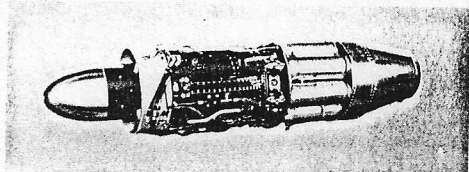
WESTINGHOUSE J-46



ALLISON J-33



PRATT & WHITNEY J-42

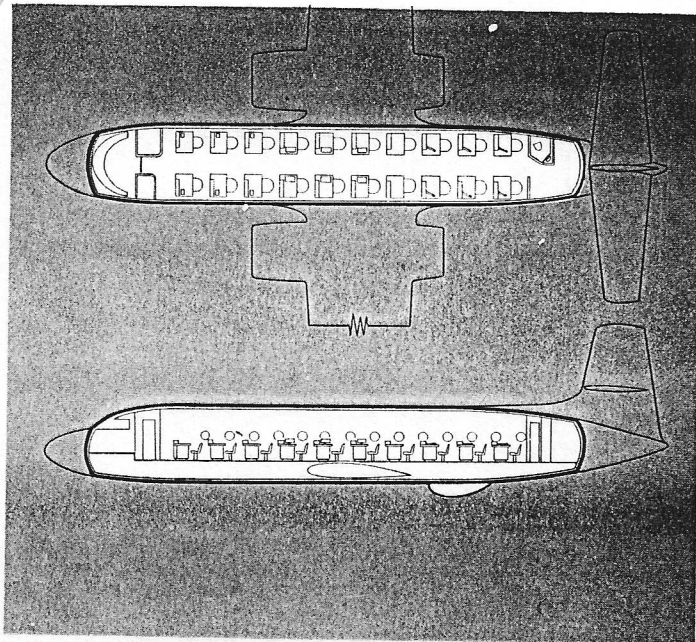


GENERAL ELECTRIC J-47

ENGINES	ROLLS ROYCE DERWENT V	PRATT & WHITNEY J-42	PRATT & WHITNEY J-46	ALLISON J-33	WESTINGHOUSE J-46	GENERAL ELECTRIC J-47
MAX. GROSS WEIGHT	70,000 LB.	80,000 LB.	80,000 LB.	80,000 LB.		
MAX. LANDING WEIGHT	60,000 LB.	70,000 LB.	70,000 LB.	70,000 LB.		
WEIGHT EMPTY	33,000 LB.	37,000 LB.	38,000 LB.	37,000 LB.		
MAX. MILITARY LOAD	15,000 LB.	15,000 LB.	15,000 LB.	15,000 LB.		
CRUISING SPEED	425 MPH	450 MPH	450 MPH	450 MPH		
1 ENG. T.O. DIST. (CAR)	4630 FT.	4080 FT.	3600 FT.	3900 FT.		
2 ENG. T.O. DIST. (CAR)	5550 FT.	4820 FT.	4200 FT.	4600 FT.		
LANDING DISTANCE (CAR)	2930 FT.	3250 FT.	3250 FT.	3250 FT.		
FLIGHT TIME FOR 500 MILES	1 Hr. 27 Min.	1 Hr. 20 Min.	1 Hr. 14 Min.	1 Hr. 23 Min.		
FLIGHT TIME FOR 1000 MILES	2 Hr. 39 Min.	2 Hr. 29 Min.	2 Hr. 21 Min.	2 Hr. 32 Min.		
* RANGE WITH FULL PAYLOAD	975 MI.	1240 MI.	810 MI.	1050 MI.		
* RANGE WITH 8000 LB. PAYLOAD	1360 MI.	1700 MI.	1220 MI.	1550 MI.		

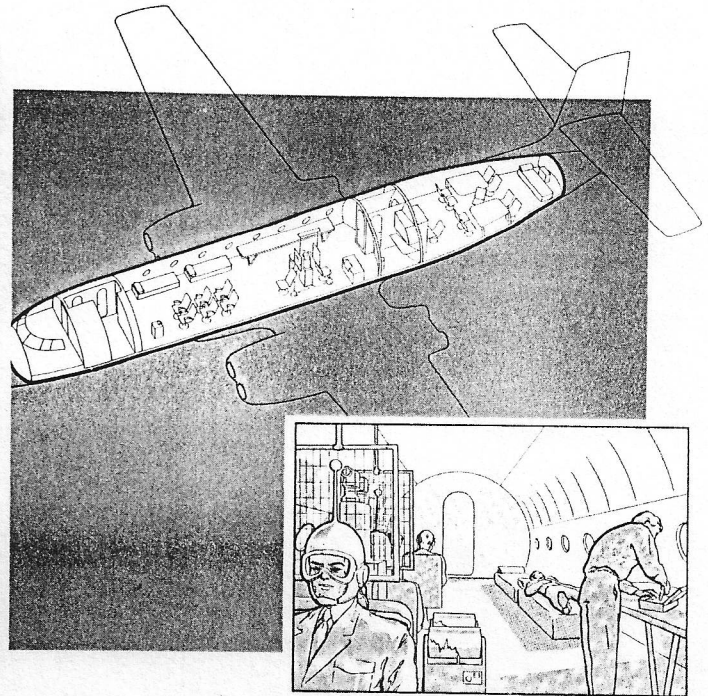
* RESERVE FUEL FOR 200 MILES PLUS 45 MIN.

NAVIGATIONAL-BOMBARDIER TRAINER



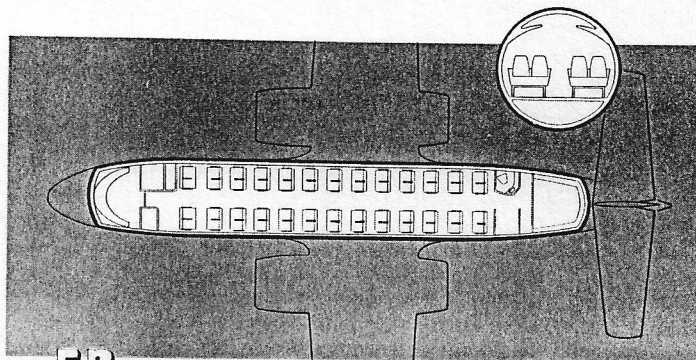
JETLINER FLYING CLASSROOM

- ① VIBRATION FREE AND QUIET
- ② HIGHLY PRESSURIZED
- ③ ACCOMMODATES UP TO 20 STUDENTS AND INSTRUCTORS
- ④ COMPLETE RADIO, RADAR AND NAVIGATION FACILITIES

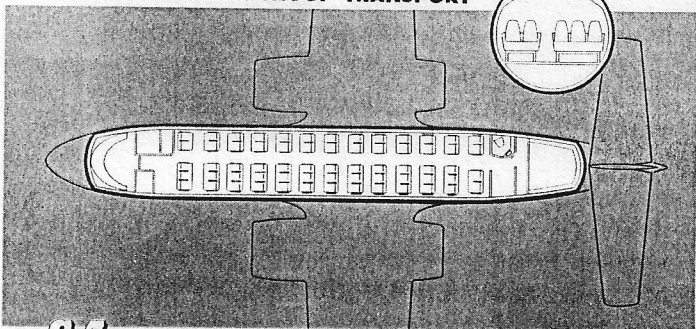


HIGH ALTITUDE MEDICAL RESEARCH LAB

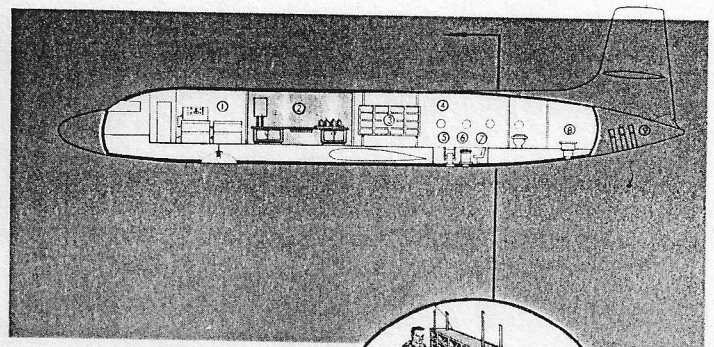
THE COMBINATION OF HIGH ALTITUDE FLYING AND MANUAL OR AUTOMATIC CONTROL OF CABIN PRESSURE MAKES THIS VERSION OF THE JETLINER VALUABLE AS A FLYING LABORATORY FOR AERO MEDICAL RESEARCH



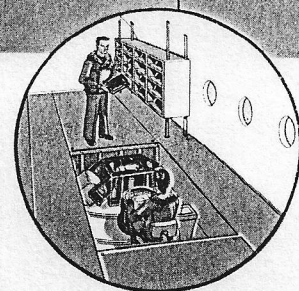
52 PASSENGER TROOP TRANSPORT



64 PASSENGER TROOP TRANSPORT

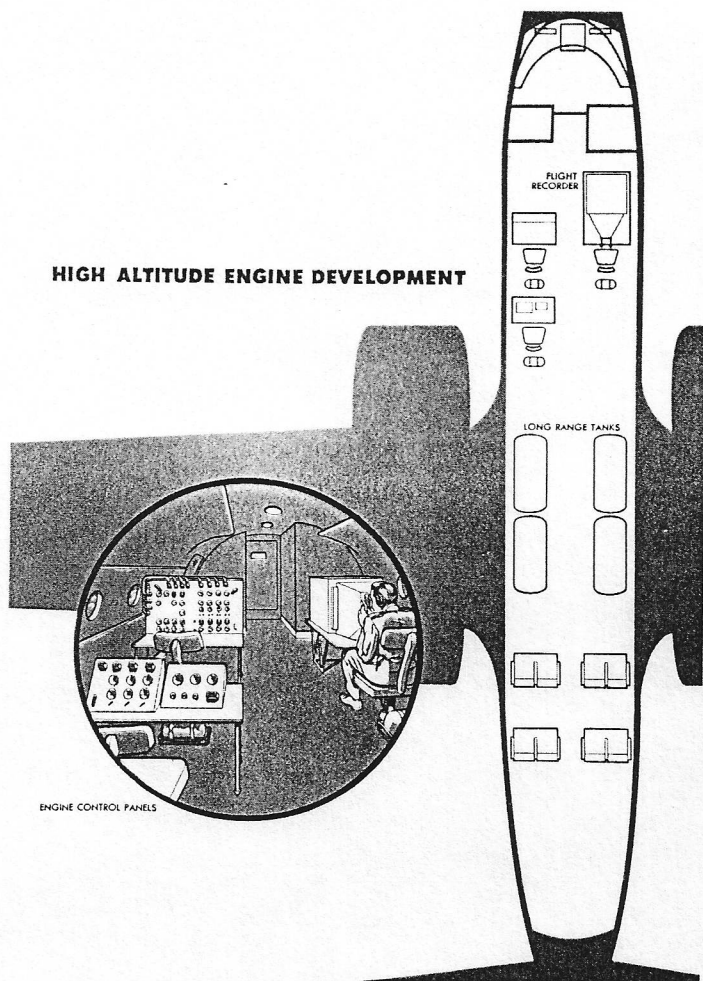


HIGH SPEED HIGH ALTITUDE PHOTOGRAPHIC

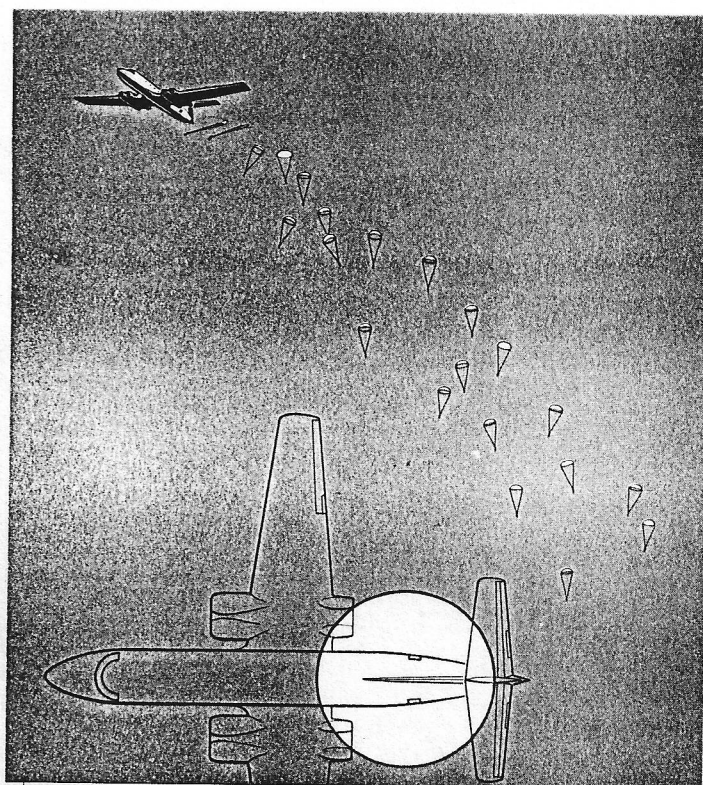


- ① FLASH UNIT
- ② DARK ROOM
- ③ FILM STOWAGE
- ④ CONSTANT TEMPERATURE AREA
- ⑤ TRIMET CAMERA
- ⑥ O.S. CAMERA
- ⑦ VIEW FINDER, ETC.
- ⑧ NIGHT CAMERA
- ⑨ FLARE CHUTES

HIGH ALTITUDE ENGINE DEVELOPMENT

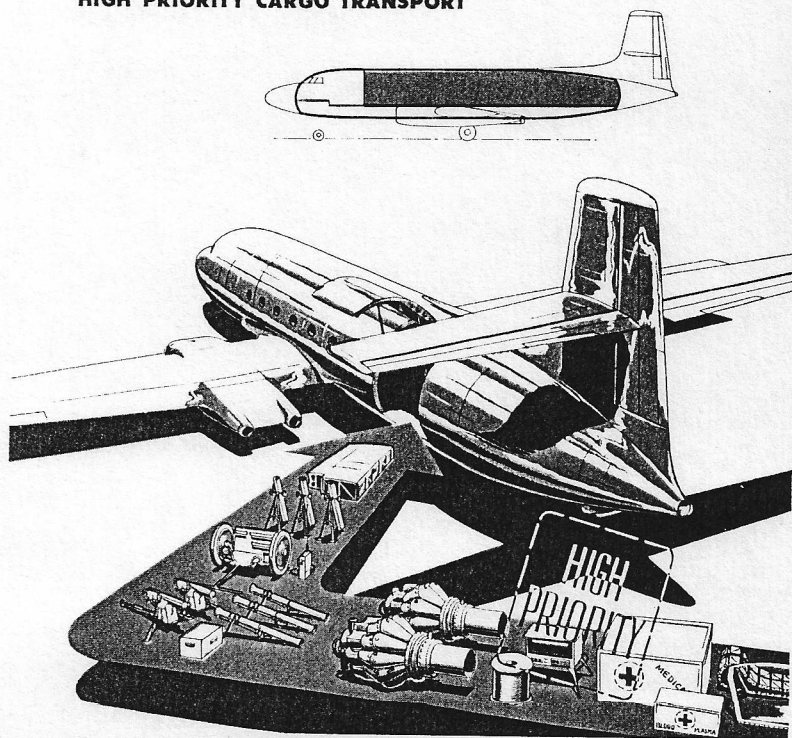


ENGINE CONTROL PANELS

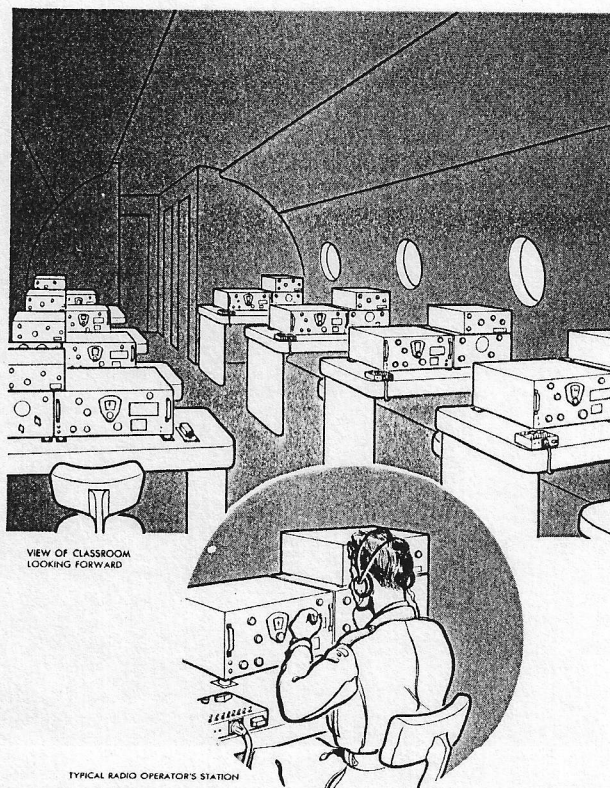


PARATROOP CARRIER AND SUPPLY AIRCRAFT

HIGH PRIORITY CARGO TRANSPORT



RADIO TRAINER



APPENDIX 4

TYPICAL FLIGHT LOG REPORTS

Flight Log



AVRO JETLINER FLIGHT LOG.

Jetliner Flight Testing Highlights

Date of first test flight - Aug. 10, 1949
 Hours flown to Jan. 26, 1951 - 202
 No. of flights to Jan. 26, 1951 - 152
 Maximum altitude reached - 39,800 ft.
 Maximum speed attained - Mach .73
 (500 m.p.h. at 20,000 ft.)

Between Nov. 18, 1950 and Jan. 26, 1951, the Avro Jetliner carried out a number of Canadian and U.S. intercity flights to confirm the aircraft's operating characteristics over representative medium range routes. Comparative operating data obtained from these flights are presented in the following pages of this brochure.

Summary of Flights Showing Comparative Airline Data -

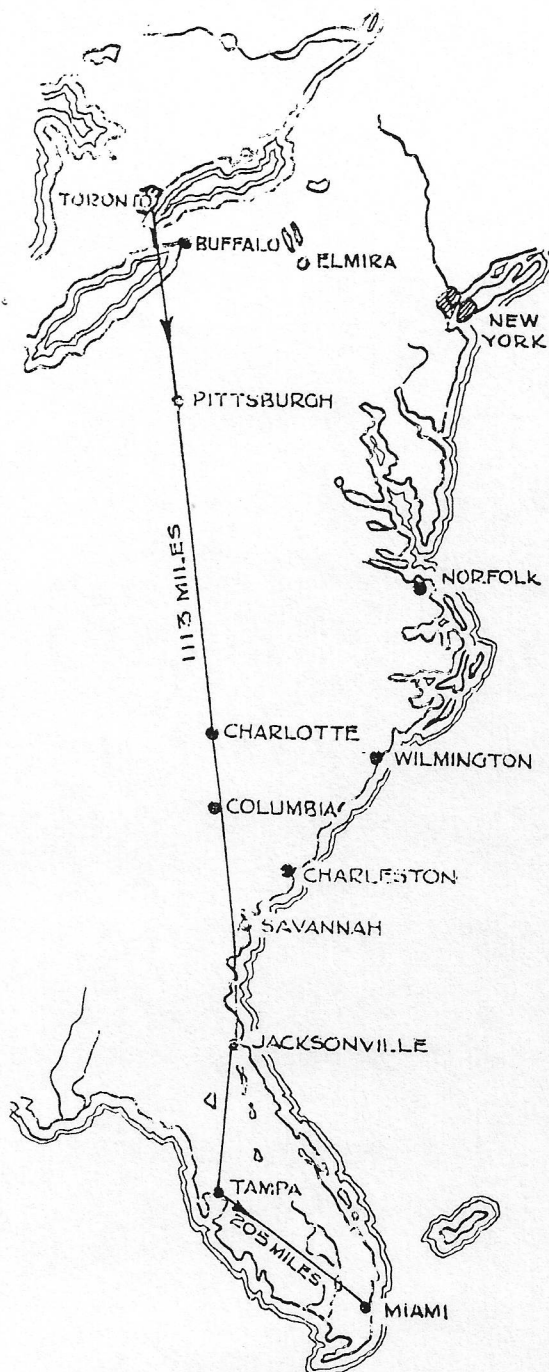
FLIGHT TIMES

Flight	Distance (Miles)	Flight Data					
		Jetliner T.O. to Landing Flt. Time (Hr. - Min.)	Same date - approximately same time of day				
			Airline	Equip't	Flt. No.	Scheduled T.O. to Landing Flt. Time (Hr. - Min.)	Actual T.O. to Landing Flt. Time (Hr. - Min.)
Tor. - Tampa	1113	2:58	TCA	N/Star	616	5:00	5:10
Miami - N. Y.	1100	▲ 2:29	(NAL (EAL	*DC-6 #Connie	400 602	3:50 3:50	3:16 3:24
Tor. - Wpg.	961	2:39	TCA	N/Star	5	4:40	4:48
Wpg. - Tor.	961	2:33	TCA	N/Star	40	3:50	4:32
Chi. - N. Y.	725	▲ 1:49	AAL TWA UAL	DC-6 Connie DC-6	14 472 622	2:40 2:40 2:40	2:30 2:37 2:34
Tor. - Chi.	457	1:31	TCA	N/Star	303	2:20	2:45
Chi. - Tor. (3 eng. flight)	457	1:40	TCA	N/Star	300	2:00	2:10
N. Y. - Tor.	361	1:07	TCA	N/Star	321	1:50	2:09
Tampa - Miami	205	:39	NAL	DC-4	71	1:00	

▲ Adjusted to account for standard airline practices - see flight summary sheets for details.

* Cruising altitude 19,000'.

Cruising altitude 15,000'.



JETLINER FLIGHT SUMMARY

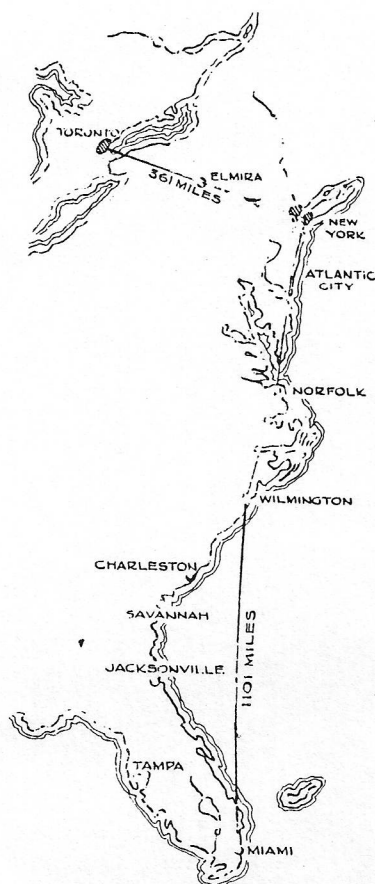
Toronto - Tampa 1113 miles, 22 Jan. 1951.
Tampa - Miami 205 miles, 22 Jan. 1951.

Though an ambient air temperature as low as -77°F . was experienced at 34,500 ft. over Savannah, the air conditioning maintained a constant 70°F . cabin temperature throughout the flight. Tailwinds initially encountered, changed later to headwinds of a minor order.

<u>Flight</u>	<u>Distance Miles</u>	<u>Flight Time Take-Off to Touchdown</u>	<u>Total Fuel Cons'd.</u>
Tor. - Tampa	1113	2hr. 58 $\frac{1}{2}$ min.	17,240 lb.

Initial gross weight 63,445 lb.
Average speed 'off' to 'on' 375 mph.
Block speed 357 mph.

For the short flight from Tampa to Miami the initial gross weight was of the order of 61,000 lb. The Jetliner ascended to 20,000 ft. and for a while dodged local cloud before descending to 4,000-5,000 ft. to complete the trip. Several demonstration passes were made at the Miami beach area and at the airport prior to landing. Details of this flight were not recorded.



AVRO JETLINER FLIGHT SUMMARY

Miami - New York 1101 miles 25 Jan. 1951.
New York - Toronto 361 miles 26 Jan. 1951.

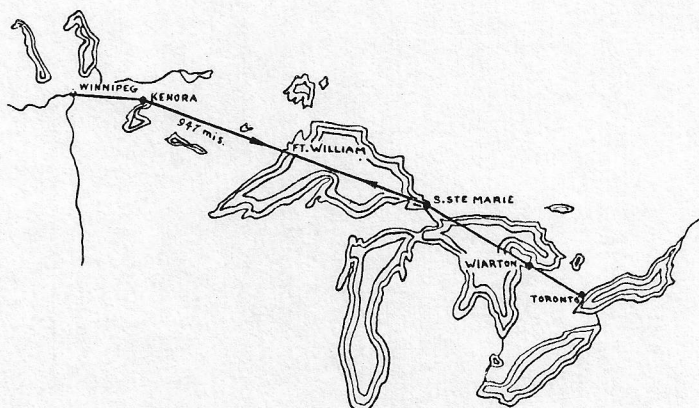
Owing to the lower specific gravity of the kerosene obtained in Miami the fuel load was only 22,200 lb. instead of the usual maximum of 23,400 lb. At the cruising altitude of 34,000 ft. the Jetliner was intermittently flying through the tops of a solid layer of high cirrus clouds.

The elapsed time from 'off' at Miami to 'over' Idlewild at 20,000 ft. was 2 hr. 23 min. Adjusting the flight plan to an airline standard gives approximately 2 hr. 29 min. for 'off' at Miami to 'on' at Idlewild. The aircraft actually landed at La Guardia after maneuvering in the New York area.

Flight	Distance Miles	Flight Time 'Off' to 'On'	Total Fuel Consumed
Miami - New York	1101	2hr 36½ min.	15,200 lb.
Initial gross weight		62,250 lb.	
Average speed 'off' to 'on'		422 mph.	
Block speed		392 mph.	

The tanks were not completely filled for the New York-Toronto flight, the fuel load being 19,000 lb. The cruising altitude was 24,500 ft. and the flight was without incident.

Flight	Distance Miles	Flight Time 'Off' to 'On'	Total Fuel Consumed
N. Y. - TOR.	361	1hr 12½ min.	8,040 lb.
Initial gross weight		58,400 lb.	
Average speed 'off' to 'on'		299 mph.	
Block speed		260 mph.	



AVRO JETLINER FLIGHT SUMMARY TORONTO - WINNIPEG - TORONTO.

On January 12th 1951, after completing the Toronto, Chicago, New York triangular flight, the Jetliner continued its routine test programme by flying from Toronto to Winnipeg and returning the same day. Details of these flights are recorded on the attached sheets, and a summary is given below:-

Flight	Distance	Flight Time Take-Off to Touchdown	Total Fuel Consumed
TOR.-WIN.	947 miles	2 hr. - 39 min.	15220 lb.
WIN.-TOR.	947 miles	2 hr. - 33 min.	16400 lb.

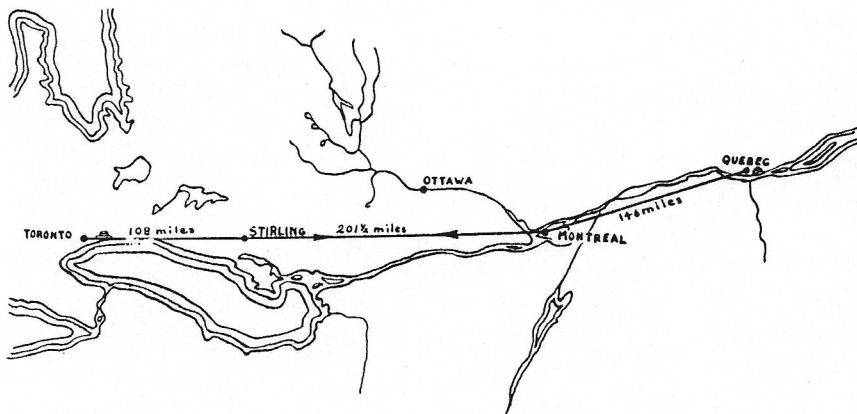
The trip to Winnipeg was carried out at a cruising altitude of 33,000', where the ambient air temperature was - 88°F. Owing to the existing isobar pattern there was a beam wind on both the outward and return trips, resulting in effective head winds of approximately 20 mph.



Flight Log



Flight Log

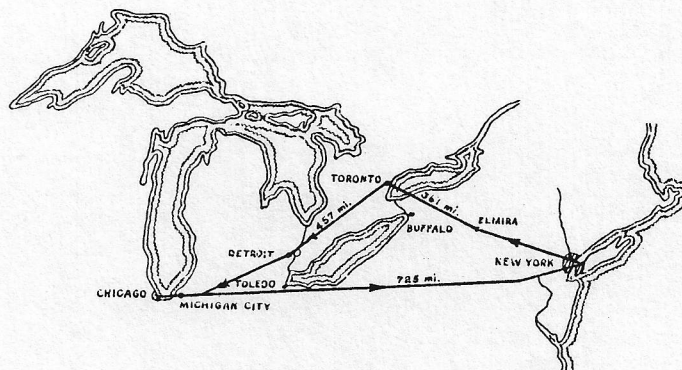


AVRO JETLINER FLIGHT SUMMARY TORONTO - QUEBEC - TORONTO (NON-STOP)

Continuing the winter schedule of flight tests, the Jetliner satisfactorily completed the non-stop return journey between Toronto and Quebec City. A summary of the flight is given below and full details are shown on the attached sheets.

Flight	Distance	Flight Time Take-Off to Touchdown	Total Fuel Consumed
TOR. -QUE. -TOR.	921 miles	3 hr. 2 1/2 min.	18990 lb.
(without the 28min. stand-off		2 hr. 34 1/2 min.	16770 lb.

The total fuel consumed as determined by weighing was 770 lb. less than the 18990 lb. shown by the flow meters. The reason for the discrepancy has not yet been ascertained.



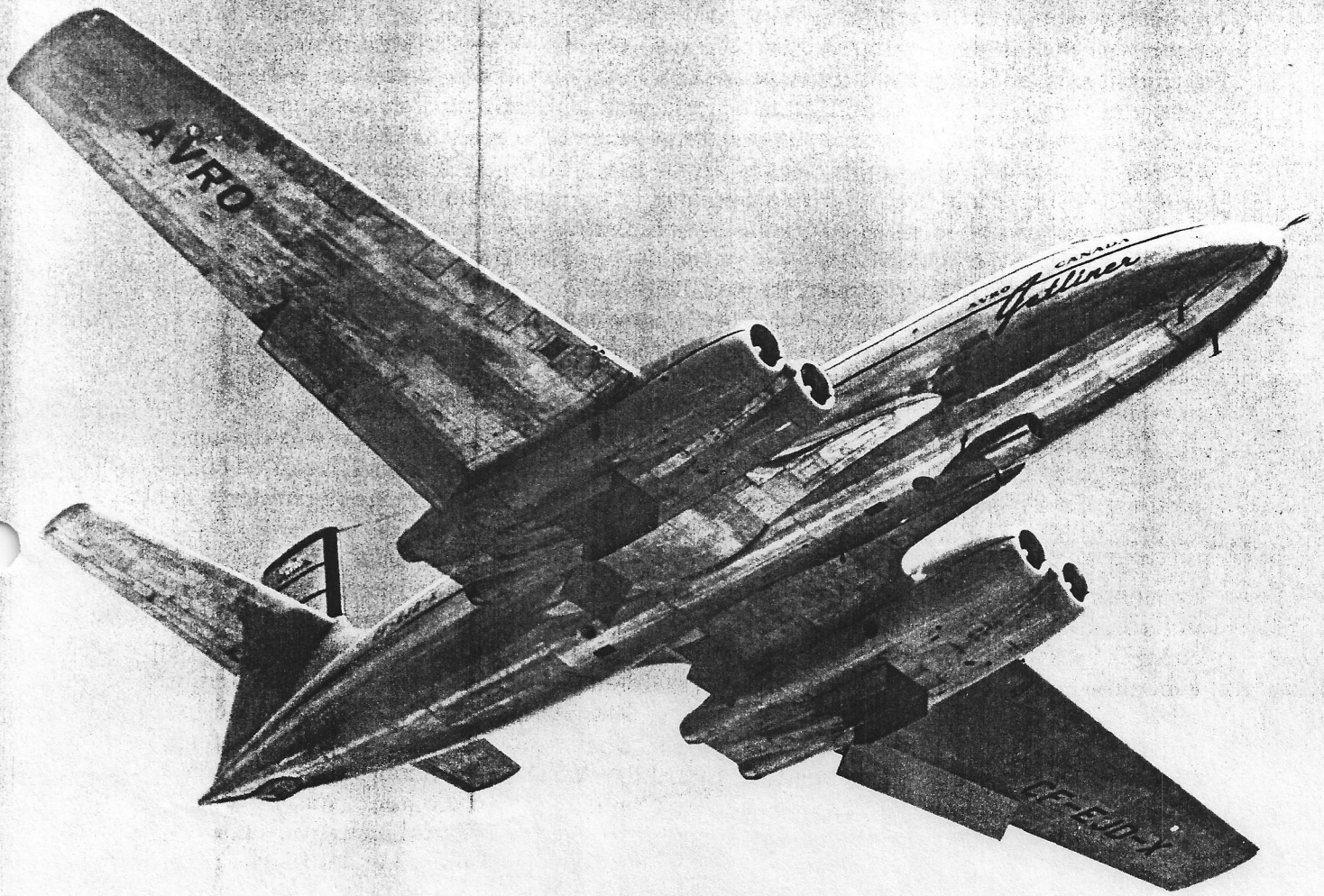
AVRO JETLINER FLIGHT SUMMARY

TORONTO - CHICAGO - NEW YORK - TORONTO.

On January 10th 1951, during the course of routine flight testing, the Avro Jetliner prototype completed a triangular flight between Toronto, Chicago and New York, details of which are summarized below and enlarged upon in the following pages.

Flight	Distance Miles	Flight Time Take-Off to Touchdown	Total Fuel Consumed
TOR. - CHI.	457	1 hr. 31 min.	10,330 lb.
CHI. - N. Y.	725	1 hr. 56 min.	12,135 lb.
(excluding familiarization maneuvering		1 hr. 49 min.	11,335 lb.)
N. Y. - TOR.	361	1 hr. 07 min.	8,550 lb.

In view of the conspicuous absence of published flight information on civil jet aircraft, these facts, which substantiate the Jetliner's commercial potentialities, should prove to be of genuine interest.



Jetliner coming in for one of last landings — flaps down — main landing gear doors open.
Last flight was November 23rd 1956. — AVRO CANADA

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Note: A very large number of other relevant documents in the Public Archives of Canada were obtained and have been filed by date for additional reference.