

The NEWS OF CANADIAN AVIATION

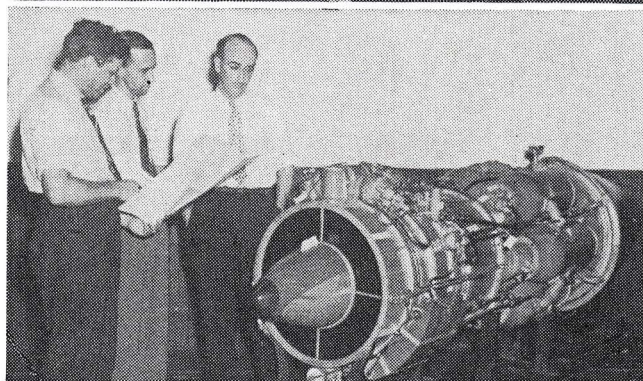
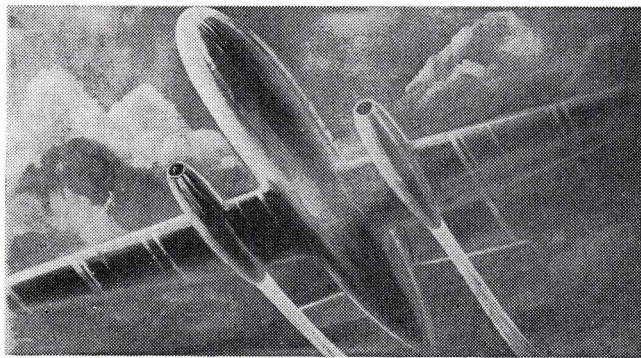
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Four Derwent Jets for Avro Airliner



Artist's conception of the C-102 jet airliner under development by A. V. Roe Canada Ltd., at Malton. It is expected to fly in 1948. Also shown is a wooden mock-up of the Chinook jet engine being constructed at Malton.

Swing From Two to Four Jets as C-102 Progresses. Chinook Engine to Run Soon

The C-102, jet airliner under construction at the A. V. Roe Canada plant at Malton, Ont., will be powered by four Rolls Royce Derwent Mk. V jet engines according to a recent decision of the management. This represents an important change from the original plan to use two jets of a later and more powerful type.

According to information released to Canadian Aviation at press time, the jets will be paired in two oval nacelles. The relatively small dimensions of jet engines compared with piston engines of equivalent power makes such a change feasible even though the detailed design of the aircraft is well advanced.

It is felt that the four-engined configuration will provide a much greater safety factor in the event of an engine failing under critical conditions. The new arrange-

ment will provide slightly more total power than the original two-engine plan. Each of the Derwents will deliver 3,500 lb. static thrust.

The C-102 prototype is expected to fly in 1948. An artist's conception, illustrated on this page, gives some conception of its outlines.

Meantime, work is progressing on the Chinook, a Canadian-developed jet engine which is expected to deliver 2,300 lb. static thrust at 400 mph at sea level. Predictions are that it will be running in February or March.

Performance data obtained from the Chinook will be used in the development of a much more powerful jet engine which is already under way.

The C-102 will be a 40-passenger, 400-mph airliner with about 1,200-mile range. It will be pressurized and air conditioned.

● Twin Coach Co. of Kent, Ohio, is considering the leasing of part of the extensive Fleet Mfg. and Aircraft plant in Fort Erie for the assembly of passenger coaches for Canadian delivery.

TCA Allowed to Use Customs at Greenwood

Trans-Canada Air Lines has announced an agreement with the Customs Department at Ottawa whereby all flights of TCA will be given indefinite use of the RCAF station at Greenwood, N.S., as an alternative clearance port.

Officials claim that the valley base was particularly suited as an alternative port because it was practically free of fog and could be used at any time.

Sikorsky Visits Toronto S-51 Helicopter Performs

Igor I. Sikorsky, inventor and designer of the Sikorsky helicopter, was in Toronto recently to introduce his latest successful helicopter, the Sikorsky Model S-51.

Mr. Sikorsky, through arrangements with the Royal Canadian Institute, gave a lecture at Convocation Hall on "The Present Trend in Helicopter Research." In conjunction with this, a helicopter was flown from the States to give a demonstration.

Aeronautical Engineering students of the University of Toronto, after hearing Mr.

Sikorsky's discourse, were treated to a display of the S-51's ability when it landed in the Varsity Stadium under the skilled hand of D. D. (Jimmy) Viner, who, according to company officials, has more helicopter hours than anyone in the world. Viner, a nephew of Sikorsky, has been associated with the advance of the helicopter since its earliest stages.

The big, four-place helicopter also relayed a TCA cargo from Malton Airport to the opening of the Royal Winter (Continued on Page 92)



D. D. (Jimmy) Viner at the controls of a Sikorsky S-51 helicopter.