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CANADIAN CONTENDER

"Flight" Looks Over the Avro Jetliner at Malton

SINCE Mr. E. H. Atkin, chief designer of Avro Canada, visited this country to deliver the Commonwealth and Empire Lecture, the estimated performance and economics of his Jetliner have been much discussed. Before this, its principal features were well known, and now there is ample evidence to indicate that the early flight trials of the prototype have been proceeding rapidly and satisfactorily. A wheels-up landing on the airfield at a very early stage caused little damage or delay, and recently it was announced that measured performance was proving rather higher than that estimated. In layout and construction the Jetliner is modern but conventional, and the fuselage is definitely spacious. Before giving some personal impres-

sions formed during a brief examination of the Jetliner, it may be useful to recall the main features of the aircraft.

It is, of course, a four-jet, low-wing, nosewheel design. The four Rolls-Royce Derwents, each of 3,500 lb thrust, are underslung in paired close-in nacelles and they have large, circular, individual air intakes. The wing is of conventional two-spar construction with heavy-section skin to provide torsional stiffness. Two main outer wing sections each contain two integral fuel tanks, and small tip sections complete the wing structure. The whole of the trailing edge is occupied by ailerons and landing and dive flaps. Very long lead-in wing fillets are a feature of more than one Avro Canada design. The fuselage, roft in diameter,

Conventional and spacious, yet designed to take advantage of its turbojet power, the C.102 is a handsome machine.



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