

Driver education graduates poor risks in Manitoba, in

Graduates of the Manitoba Public Insurance high school driver education program are involved in more accidents than those who learn to drive on their own, says a Manitoba Public Insurance study. The study found newly licensed DEP graduates filed 15% more insurance claims than non-graduates in their first

ACCIDENT CLAIMS

years as a driver. DEP graduates on average also filed claims that were 14% more expensive than non-graduates. MPI, which spends \$3.5-million annually to teach driver education and

Heart attack claims last Avro Arrow test pilot

PETER COPE

Second World War flyer 'played a very significant role'

BY STEWART BELL

The last of the test pilots who developed Canada's legendary Avro Arrow fighter jet has died in Washington state, where he finished his career with Boeing after the Diefenbaker government scrapped the program.

Peter Cope was one of four flyers who tested the CF-105 Arrow, the most advanced jet fighter of its day, when it was being designed in the 1950s as a defence against the Cold War threat. He was 83.

"He played a very significant role and yet it was one that a lot of people wouldn't have been aware of," said Bill Zuk, the author of several books on the Arrow project, most recently *The Avro Arrow Story*.

Although not a showman like his better-known colleagues, Mr. Cope did equally dangerous and ground-breaking work. He was the only pilot to fly every one of Avro's aircraft, including a flying saucer built for the U.S. military.

His heart attack and death on

April 4 follows last year's passing of Janusz Zurakowski, the first test pilot to fly the Arrow.

Born in Croydon, England, in 1921, Mr. Cope obtained a degree in science and applied mathematics before joining the Royal Air Force at the start of the Second World War.

After training in Alabama, he flew photo-reconnaissance missions over Nazi-occupied Europe. He later became a flight instructor and then a test pilot at Empire Test Pilots' School.

When the first fighter jets were being introduced into military service, Mr. Cope was hired as a civilian test pilot at Armstrong-Whitworth Company. He came to Canada in 1951 to work as an experimental test pilot at A.V. Roe Canada.

Test pilots in those days did not have the benefit of computer simulations. The only way to test an aircraft design was to take it into the air and see how it performed.

"It was all seat-of-the-pants," said Paul Cabot, manager and curator of the Toronto Aerospace Museum.

"A lot of it was, 'Well, try it and see if it works.' The Arrow would land, the pilots would get out and they'd write up a snag sheet saying, 'This went wrong, this went wrong and this went wrong. Fix it,'" he said. "They had a fearlessness but they also had a love of flying."



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Peter Cope was one of four pilots who tested the CF-105 Avro Arrow back in the 1950s. He moved to the United States to work for Boeing.

Although he could have been Avro's chief pilot himself, Mr. Cope advised the company to hire Mr. Zurakowski, whom he had met in Britain. While "Zura" got most of the press, Mr. Cope was "the power behind the power," Mr. Zuk said.

"People like Cope sort of worked as very much the professional flyer and did the same job virtually but without the splashy headlines," Mr. Zuk said.

"In reality, a lot of the day-to-day work was just as dangerous as the showy air show work that Zurakowski and other people took on."

Mr. Cope took the Arrow on five test flights but on Feb. 20, 1959, the Canadian government announced its controversial decision to axe the program, saying it was no longer needed since the threat of a Soviet bomber attack had diminished and it believed missiles would provide a better defence.

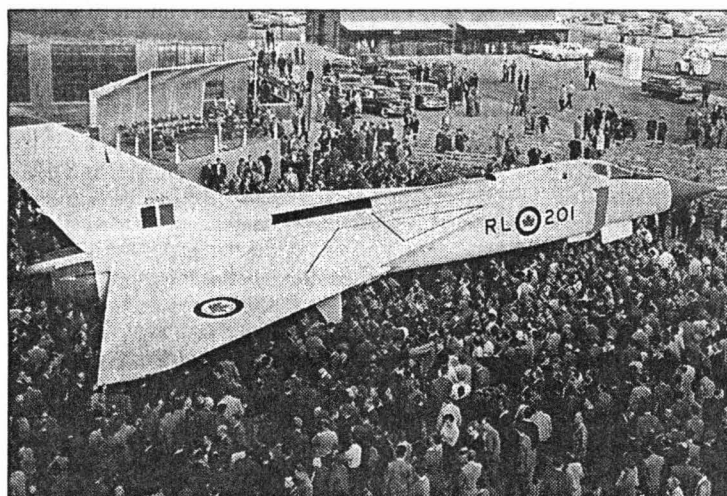
Following "Black Friday," Mr.

Cope remained briefly at Avro to work on a flying saucer project but left the company in 1960 and moved to the United States to work for Boeing, where he helped introduce the 727, 737, 747, 757 and 767 series of commercial airliners. He retired in 1986.

"There's always inherent dangers, even in flying perfectly safe and accepted aircraft, but to go into an area where something new is being tried, anything can happen," said Mr. Cope's friend Cameron Bailey of Edmonton.

"This almost happened to Peter on a couple of occasions where he had malfunctions in the firing armament, even had one dislodge a chunk of the engine cowl and it shattered the canopy right behind his head. Just took it right off and almost took their heads off," he said. "It's an amazing history, it's one our youth of today is probably not even aware of."

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The Avro Arrow was a fighter jet built for the Cold War but the project was killed in 1959 by John Diefenbaker, the prime minister.

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