

Avro Lays Off Arrow Test Pilots

Two of five test pilots employed by Avro Aircraft Ltd. before the Arrow program was cancelled have been laid off.

At Orenda Engines Ltd. two test pilots also fear their jobs may end soon.

"I'm going back to British Columbia to try to find a flying job," said C. A. Pike, 34, a native of Victoria. He was laid off by Avro a week after the government announced the death of the Arrow.

The other Avro test pilot who lost his job, Stanley Haswell, 36, a native of Liverpool, said he and his wife do not plan to return to England as "things are bound to pick up."

Orenda's test pilots, former RAF squadron-leaders T. P. M. Cooper-Slipper and Len Hobbs, said that while they are still on the company's payroll they are not sure how much longer they will be on staff.

"If there's no job for me here, I'm willing to go anywhere in the world," said Mr. Cooper-Slipper, 38, a native of Kinver, Staffordshire, Eng.

"I love flying and feel good for another 15 years of it," said Mr. Hobbs, 37, who was born in London, Eng. He has been unsuccessful so far in attempts to line up a job in the United States.

Still with Avro are D. H. Rogers, 42, the company's flight operations manager, W. J. Potocki, 39, chief experimental pilot and Peter Cope, 37, experimental pilot.

Mr. Pike was Avro's chief production pilot. He has flown 25 different types of planes and logged 3,500 hours in the air. After serving overseas with the RCAF and RAF, he returned to Canada in 1952 and joined Avro.

"I will try to find a job on Vancouver Island. I don't feel there is much opportunity for me in the Toronto area as there are so many unemployed here," Mr. Pike said.

Mr. Haswell said: "I'm just getting over the shock of being laid off, as Mr. Pike and I had tested all the CF-100's that came off the line. We gave each of those planes the business, and knew by the time we had put them through their aerial paces they were okay for service."

He joined the RAF as ground-crew in 1938 and later became a pilot, serving in Europe, the Mediterranean and Far East. He has flown 20 types of planes and logged 4,000 air miles.

Mr. Cooper-Slipper, who shot down nine German and Japanese planes during the war and won the DFC, has flown 60 different types of planes. He has 4,000 flying hours.

Mr. Hobbs' wife and four daughters now are in England visiting relatives, having gone overseas before the Arrow program was scrapped. He has advised them to stay in England until his own future is clarified.

He said he has been told he is too old for acceptance as a commercial airline pilot. He has flown 24 different types of aircraft and spent 4,600 hours in the air.

A graduate of London Uni-

versity, he is an RAF Bomber Command, Transport Command and jet bomber veteran, and a former Vickers-Armstrong test pilot.

Mr. Hobbs received the Queen's Commendation for valuable services in peacetime.

Mr. Rogers, born in Hamilton, has been flying since 1935 and was an instructor during the war. Mr. Potocki and Mr. Cope came to Canada after serving with the RAF.

"The situation is still in the discussion stage. Where the chips are going to fall is hard to say," said Mr. Rogers.

He said that Avro is continuing to test-fly CF-100's under a maintenance and repair contract with the Government.

Canada's ace test pilot, Jan Zurakowski, 44, is still jobless. He was laid off by Avro Feb. 20, and said last night that he hoped to live in Toronto but had been unable to find a new job.

Mr. Zurakowski, who took the Arrow up for its maiden flight March 25, 1958, made his last flight in November. He then became a liaison engineer at Avro.

A test pilot for 11 years, he had a distinguished record with the RAF during the Second World War.

The Zurakowskis have two children. Mrs. Zurakowski opened the Lajkonik Gift Shop on Roncesvalles Ave. last September.